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Harvard College Library



FROM THE

BRIGHT LEGACY.

One half the income from this Legacy, which was received in 1880 under the will of

JONATHAN BROWN BRIGHT

of Waltham, Massachusetts, is to be expended for books for the College Library. The other half of the income is devoted to scholarships in Harvard University for the benefit of descendants of

HENRY BRIGHT, JR.,

who died at Watertown, Massachusetts, in 1686. In the absence of such descendants, other persons are eligible to the scholarships. The will requires that this announcement shall be made in every book added to the Library under its provisions.

PUBLICATIONS
 OF THE
 HISTORICAL SOCIETY
 OF
 SCHUYLKILL COUNTY



VOLUME I

1907
 Daily Republican Print
 Pottsville, Pa.

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Bright fund
(I-II)

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Charter, Constitution and By-Laws
OF THE
HISTORICAL SOCIETY
OF SCHUYLKILL COUNTY.

The Charter.

To the Honorable,

The Judges of the Court of Common Pleas of Schuylkill County:

In compliance with the requirements of an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the incorporation and regulation of certain corporations," approved the twenty-ninth day of April, A. D. 1874, and the several supplements thereto, the undersigned, all of whom are citizens of Pennsylvania, having associated themselves together for the purpose and upon the terms and by the name hereinafter set forth and desiring that they may be incorporated, and that Letters Patent may issue to them and their successors according to law, do hereby certify:

1st. The name of the proposed corporation is "The Historical Society of Schuylkill County, Pennsylvania."

2nd. Said corporation is formed for the purpose of discovering, procuring and preserving the records of the history of Schuylkill County and any data or materials which may establish or illustrate that history.

3rd. The business of said corporation is to be transacted in the Borough of Pottsville, Schuylkill County, Pennsylvania.

4th. Said corporation is to exist perpetually.

5th. Said corporation shall have no capital stock. The names and residences of the subscribers are as follows:

NAME AND RESIDENCE.

David C. Henning, Pottsville, Pa.
Daniel G. Lubold, Pottsville, Pa.
John R. Hoffman, Pottsville, Pa.
Joseph F. Patterson, Pottsville, Pa.
Joseph Stichter, Pottsville, Pa.
Edward Heiser, Pottsville, Pa.
J. Harry Filbert, North Manheim Township, Pa.
Edmund D. Smith, Pottsville, Pa.

6th. The number of Directors of said corporation is fixed at seven, and the names and residences of the Directors who are chosen Directors for the first year are as follows:

NAME AND RESIDENCE.

David C. Henning, Pottsville, Pa.
Daniel G. Lubold, Pottsville, Pa.
John R. Hoffman, Pottsville, Pa.
Adolph W. Schalck, Pottsville, Pa.
Arthur W. Sheaffer, Pottsville, Pa.
George M. Roads, Pottsville, Pa.
Joseph F. Patterson, Pottsville, Pa.

7th. The corporation has no capital stock.

D. C. HENNING,	(Seal)
D. G. LUBOLD,	(Seal)
JOHN R. HOFFMAN,	(Seal)
JOSEPH F. PATTERSON,	(Seal)
JOSEPH STICHTER,	(Seal)
EDWARD HEISER,	(Seal)
J. H. FILBERT,	(Seal)
E. D. SMITH,	(Seal)

State of Pennsylvania:

County of Schuylkill, ss:

Before me, the subscriber, the Recorder of Deeds in and for the county aforesaid, personally came the above named David C. Henning, Joseph F. Patterson and J. Harry Filbert, who in due form acknowledged the fore-

going certificate of corporation to be their act and deed for the purposes therein mentioned.

Witness my hand and official seal the 10th day of July, A. D. 1903.

J. H. NICTER, Recorder.

IN THE COURT OF COMMON PLEAS OF
SCHUYLKILL COUNTY.

In the matter of the applica-
tion for the Incorporation
of The Historical Society
of Schuylkill County,
Pennsylvania.

No. 42 September Term,
1903.

And now, September 14, A. D 1903, the within Certificate of Incorporation having been filed in the office of the Prothonotary of said county since the 13th day of June, 1903, and it appearing that the publication of the intended application was made in "The Evening Chronicle" and in "The Pottsville Republican" newspapers of general circulation, on the 8th, 15th, and 22nd day of August, 1903, and has been published in both of said papers once a week since said last mentioned date, and due proof of said publication having been presented therewith, I do hereby certify that I have perused and examined said instrument and find the same to be in proper form and within the purposes named in the first class of corporations specified in Section 2 of the Corporation Act of April 29th, 1874, and that said purposes are lawful and not injurious to the community;

It is therefore ordered and decreed that the said Charter be approved, and upon the recording of the said Charter and its endorsements and this order in the Office of the Recorder of Deeds, in and for the County of Schuylkill, which is now hereby ordered, the subscribers hereto and their associates and successors shall henceforth be a corporation for the purposes and upon the terms and under the name

of "The Historical Society of Schuylkill County, Pennsylvania."

BY THE COURT.

Attest:—SAMUEL H. GORE, Prothonotary.

County of Schuylkill, |
State of Pennsylvania, | ss.

Recorded in the Office for the Recording of Deeds, &c., in and for the said County, in Mss. Book 30, Page 222.

Witness my hand and Official Seal, at Pottsville, this 15th day of September, 1903.

J. H. NICHTER, Recorder.

Per J. G. Schneider.

The Constitution.

ARTICLE I.

Name.

This Association shall be called The Historical Society of Schuylkill County, Pennsylvania.

ARTICLE II.

Object.

The object of this Society shall be to discover, procure and preserve the records of the history of Schuylkill County, and any data or materials which may establish or illustrate that history.

ARTICLE III.

Members.

Sec. 1.—The Society shall consist of ACTIVE, CORRESPONDING and LIFE members.

Sec. 2.—ACTIVE MEMBERS. Any reputable person interested in historical matters, residing in Schuylkill County, or who was formerly a resident of the county, may be elected an Active Member. The candidate shall be proposed in writing, and the nomination shall be referred to the Executive Committee. Upon its affirmative

recommendation, which shall be read openly to the Society at a stated meeting subsequent to that at which the nomination was made, the said person may be elected by a majority vote of those members present. The election of members shall be by ballot. Active Members shall pay a membership fee of one dollar and annual dues of one dollar, and shall be entitled to receive free of charge one copy of the publications of the Society. The annual dues shall be payable in advance in January of each year. Newly elected members shall pay the fee and dues for the first year within sixty days of their election, and sign this constitution. Any member who neglects to pay the annual dues for two years shall cease to be a member.

Sec. 3.—CORRESPONDING MEMBERS. Any reputable person interested in historical matters, and not residing in Schuylkill County, may be elected a Corresponding Member of this Society, PROVIDED, such person be nominated and elected in the same manner as an Active Member. Corresponding Members shall be invited to aid the Society in its work, and to attend its meetings; but they shall not pay any fees or dues nor vote at any of its meetings.

Sec. 4.—LIFE MEMBERS. Any person with the qualifications of an Active Member, may be elected a Life Member upon payment of twenty dollars. Such Life Members shall be elected in the same manner as Active Members and shall have the same rights and privileges, but be exempt from payment of annual dues.

ARTICLE IV.

Officers.

Sec. 1.—The officers of the Society shall consist of a President, three Vice Presidents, a Recording Secretary, a Corresponding Secretary, a Treasurer, a Librarian, an Assistant Librarian, and seven Directors, of whom four shall be elected; the other three to consist of the President, the Recording Secretary and the Treasurer of the Society. The Directors shall act in the capacity of an Executive Committee.

Sec. 2.—The officers shall be elected by ballot at the annual meeting held the last Friday of January, excepting

the election of Directors or members of the Executive Committee, who shall be elected for two years, two members at each annual election. All officers elected at the organization of the Society shall serve until the election to be held in January following. At the first annual election two members of the Executive Committee shall be elected to serve for one year only.

Sec. 3.—The President shall preside at all meetings of the Society, preserve order, and regulate its proceedings as prescribed in the By-Laws.

Sec. 4.—In the absence of the President, one of the Vice Presidents shall preside. If more than one of the Vice Presidents is present the first in alphabetical order of name shall act. They shall not be elected for a second term in succession.

Sec. 5.—The Recording Secretary shall have charge of the Seal, Charter, Constitution and By-Laws and Records of the Society; he shall, together with the presiding officer, certify all acts of the Society; and shall keep full and correct minutes of its proceedings in a book of record. He shall give notice to the Executive and other Committees of all votes, resolutions, and proceedings of the Society relating to their respective duties.

Sec. 6.—The Corresponding Secretary shall conduct and have charge of the correspondence of the Society; he shall send out the notices of all meetings, and shall notify the members of their election; and assist the Recording Secretary in the reading of letters and other documents at the meetings.

Sec. 7.—The Treasurer shall have charge of the moneys and other funds and securities belonging to the Society, collect the dues of the members, pay claims on orders, properly drawn by the President and Secretary; and at the annual meeting present a statement of his receipts and expenditures during the year, together with a full report of the financial condition of the Society. His accounts shall be duly audited before the report is accepted.

Sec. 8.—The Librarian shall have charge of the books, manuscripts and other literary property of the Society, and shall arrange and preserve them in proper order, and cata-

logue the same with names of donors. He shall also act as Curator of the antiquarian collections of the Society. At the annual meeting he shall present a report of the condition of the Library and Museum during the preceding year.

Sec. 9.—The Assistant Librarian shall assist the Librarian in the performance of his duties.

Sec. 10.—The Executive Committee shall report upon nominations for membership as provided for by Art. III; solicit and receive donations for the Society; recommend plans for promoting its object; and digest and prepare business. It may authorize the expenditure of unappropriated money in the treasury for the payment of current expenses, fitting up the Library, the ordinary purchase of books, binding, printing and other necessary outlays. Bills of less than twenty-five dollars shall be referred to this committee. Bills of twenty-five dollars, or more, shall be referred to the Society. The committee shall have general supervision of the Library and Museum; and execute all such duties as may be committed to it by the Society. It shall make a general report at the annual meeting.

The President and Recording Secretary of the Society shall act as Chairman and Secretary, respectively, of the committee. In the absence of either or both, the members present may elect a Chairman and Secretary pro tem. It shall meet at least once a month, except during July and August, and at its meetings three members shall constitute a quorum.

Sec. 11.—Vacancies which may occur in any of the elective officers, whether by death, resignation, or otherwise, shall be filled by election at the next regular meeting after the vacancy occurs.

The By-Laws.

I.—MEETINGS.

Art. 1.—The Society shall hold stated meetings on the last Friday evening of each month (except in July and August), at 7:30 o'clock.

Art. 2.—The Society shall hold an annual meeting on the last Friday of January of each year.

Art. 3.—The President, or in his absence, one of the Vice Presidents, at the written request of five members, shall call special meetings, for reading and discussing papers, for other literary purposes, or for the transaction of any other business of the Society.

Art. 4.—Seven members shall constitute a quorum.

II.—STANDING COMMITTEES.

Art. 5.—At the meeting next following the annual election, the President shall appoint the following Standing Committees, each to consist of three members:

A Committee on Publication.

A Committee on History.

A Committee on Biography.

A Committee on Genealogy.

A Committee on Geology.

A Committee on Relics and Antiques.

A Committee on Household Art.

It shall be the duty of each committee to keep a full record of all transactions relating to the particular subject designated by the committee's name, such documents to be kept in a book or books furnished by the Society, and to remain in the Library as the property of the Society. All pamphlet publications of the Society shall be of uniform size of page.

III.—ORDER OF BUSINESS.

Art. 6.—At the stated meetings of the Society, the following shall be the order of business:

1. Calling to order.
2. Reading of minutes.
3. Recording names of members present.
4. Presenting new members, and visitors from other Societies.
5. Reading communications.
6. Reports of committees.
7. Announcing donations to Library and Museum.
8. Obituary notices of members read, and announcement of deceased members made and acted on.

9. Elections.
 10. Nomination of new members.
 11. Deferred business.
 12. New business.
 13. Reading of papers and delivering addresses before the Society.
 14. General remarks. Adjournment.
- This order of business may be changed at any meeting by a two-thirds vote.

IV.—AMENDMENTS.

Art. 7.—Any part of this Constitution and of these By-Laws may be amended, PROVIDED, the proposed amendment shall have been presented in writing, read to the Society at a stated meeting, and carried by a two-thirds vote at the next stated meeting.

Members of the Historical Society of Schuylkill County From Its Organization.

LIFE MEMBERS:

Mary C. Cumming (Mrs. Geo. R. Harding), Beckenham, England, elected May 25, 1904.

Miss Martha R. Bannan, Pottsville, elected June 27, 1906.

R. A. Wilder, Cressona, elected Sept. 26, 1906.

CHARTER MEMBERS:

Miss Martha R. Bannan, Pottsville.

Miss Anna L. Bardsley, Pottsville.

Francis W. Bechtel, Esq.,* Pottsville.

H. O. Bechtel, Esq., Pottsville.

G. A. Berner, Esq., Pottsville.

Prof. G. W. Channell, Port Carbon.

Miss Mary C. Cumming (Mrs. Geo. R. Harding), Beckenham, England.

H. L. Daddow, St. Clair.
John H. Davis, St. Clair.
A. F. Deibert, Cressona.
Rev. J. H. Eastman, Pottsville.
Mrs. C. D. Elliott, Pottsville.
Wm. M. Fausset, Esq., Pottsville.
F. V. Filbert, Esq., Pinegrove.
J. Harry Filbert, Esq., Schuylkill Haven.
Jacob W. Fox, Pottsville.
Miss Manah Garretson, Pottsville.
Geo. W. Gensemer, Pinegrove.
Alfred Gilbert, Pinegrove.
William T. Hamilton, Pottsville.
Miss Lydia L. Haupt,* Havana, Cuba.
Edward Heiser, Pottsville.
Hon. D. C. Henning, Pottsville.
Dr. J. H. Herbein, Pottsville.
A. A. Hesser, Schuylkill Haven.
John R. Hoffman, Pottsville.
Edward E. Kaercher, Pottsville.
August Knecht, Pottsville.
Miss Alice A. Krebs, Pottsville.
D. G. Lubold, Pottsville.
Preston Miller, Pottsville.
David W. Miller, Pottsville.
Levi Miller, Pinegrove.
Wm. H. Newell, Pottsville.
Cora M. Ney, (Mrs. George Strubhar,) Pottstown.
Joseph F. Patterson, Pottsville.
Miss Emma Pott, Pottsville.
Charles E. Quail, M. D., Auburn.
Rev. W. F. Rentz, Pottsville.
Miss Charlotte A. Rich, Pottsville.
Henry J. Rich, Pottsville.
Miss Elena Roads, Pottsville.
Geo. M. Roads, Esq., Pottsville.
G. P. O. Santee, M. D., Cressona.
Rev. James T. Satchell, Pottsville.
A. W. Schalck, Esq., Pottsville.
Mrs. A. W. Schalck, Pottsville.

Mrs. Amelia P. Schall, Pottsville.
Arthur W. Sheaffer, Pottsville.
Mrs. Walter S. Sheaffer, Pottsville.
Edmund D. Smith, Esq., Pottsville.
Mrs. Baird Snyder, Pottsville.
C. A. Snyder, Esq., Pottsville.
J. E. Spannuth, Pottsville.
Prof. H. H. Spayd, Minersville.
George B. Stichter, Pottsville.
Joseph Stichter, Pottsville.
Rev. J. H. Umbenhen, Pottsville.
C. W. Unger, Pottsville.
Prof. Geo. W. Weiss, Schuylkill Haven.
Rev. H. A. Weller, Orwigsburg.
Rev. S. L. Whitmore, Pottsville.
R. A. Wilder, Cressona.
Mrs. Esther C. Wintersteen, Port Carbon.
C. H. Woltjen, Pottsville.
Mrs. C. H. Woltjen, Pottsville.
Joseph A. Zimmerman, Pottsville.

ELECTED MEMBERS.

Frank B. Aldrich, Schuylkill Haven, Nov. 30, 1905.
Clyde G. Allan, Pottsville, Feb. 22, 1905.
Robert Allison, Port Carbon, Feb. 22, 1905.
Caroline Ammerman, New Boston, Feb. 22, 1905.
James Archbald, Jr., Pottsville, Feb. 24, 1904.
Harry W. Althouse, Pottsville, Jan. 30, 1907.
F. B. Bannan, Pottsville, Jan. 27, 1904.
H. B. Bartholomew, Esq., Pottsville, Feb. 22, 1905.
R. S. Bashore, Esq., Tremont, Feb. 22, 1905.
Hon. O. P. Bechtel, Pottsville, Feb. 22, 1905.
E. A. Beddall, Esq., Pottsville, Jan. 13, 1905.
C. E. Berger, Esq., Pottsville, Feb. 22, 1905.
James W. Bock, Pottsville, March 29, 1905.
Miss Sue M. Bock, Pottsville, April 26, 1905.
Col. O. C. Bosbyshell, Philadelphia, April 26, 1905.
F. W. Boyer, M. D., Pottsville, Jan. 13, 1905.
Miss Anna M. Bright, Pottsville, Jan. 25, 1905.

Wm. Buechley, Pottsville, May 31, 1905.
 C. O. Burkert, Esq., Ashland, Sept. 28, 1904.
 Wm. A. Cather, Pottsville, Jan. 1, 1906.
 James S. Carpenter, M. D., Pottsville, Feb. 22, 1905.
 B. W. Cumming, Esq., Pottsville Feb. 22, 1905.
 J. W. Conrad, Pottsville, Feb. 22, 1905.
 Miss Bessie Davis, Pottsville, Jan. 27, 1904.
 D. D. Dechert, M. D., Schuylkill Haven, June 28, 1905.
 Geo. H. DeFrehn, Pottsville, Feb. 22, 1905.
 J. A. Depew, Delano, Feb. 22, 1905.
 A. J. Derr, Pottsville, Jan. 13, 1905.
 Theo. L. Dewees, Pottsville, Feb. 22, 1905.
 Rev. Howard W. Diller, Pottsville, Feb. 21, 1906.
 Hugh Dolan, Pottsville, Jan. 30, 1907.
 Daniel Duffy, Pottsville, Jan. 31, 1906.
 M. A. Dunlap, Pottsville, May 29, 1905.
 Miss Erminie C. Elssler, Pottsville, June 27, 1906.
 Norman S. Farquhar Esq., Pottsville, Sept. 26, 1906.
 Warren T. Follweiler, Pottsville, Feb. 22, 1905.
 J. J. Garvin, Pottsville, March 29, 1905.
 D. J. Gensemer, Pinegrove, May 25, 1904.
 G. Greenwald, Pottsville, Feb. 22, 1905.
 H. O. Haag, Esq., Tremont, Sept. 27, 1905.
 Geo. B. Hadesty, Pottsville, Jan. 3, 1906.
 A. H. Halberstadt, M. D., Pottsville, March 29, 1905.
 Baird Halberstadt, Pottsville, Jan. 27, 1904.
 C. W. Harper, Pottsville, Jan. 13, 1905.
 Mrs. Louisa Hause, Pottsville, March 30, 1904.
 P. D. Helms, Pottsville, May 31, 1905.
 Thomas S. Herb, Tremont, Feb. 22, 1905.
 Conrad K. Hock, Pottsville, Feb. 22, 1905.
 E. M. Huntzinger, Hartford, Conn., Jan. 31, 1906.
 Mrs. George R. Kaercher, Pottsville, Feb. 22, 1905.
 D. W. Kaercher, Esq., Pottsville, Feb. 22, 1905.
 Frank R. Kantner, Lofty, Sept. 27, 1905.
 H. A. Klock, M. D., Mahanoy City, June 25, 1905.
 Hon. R. H. Koch, Pottsville, Feb. 22, 1905.
 Rev. S. Sidney Kohler, Pinegrove, Jan. 27, 1904.
 J. G. Laidacker, St. Clair, Jan. 27, 1904.
 Alfred E. Lee, Orwigsburg, Sept. 27, 1905.

Miss Catharine Levan, Pottsville, June 27, 1906.
 Rev. F. W. Longinus, Pottsville, Feb. 22, 1905.
 W. F. Lyons, Esq., Shenandoah, Feb. 22, 1905.
 Rev. Francis J. McGovern, Pottsville, Feb. 22, 1905.
 Hon. Wm. A. Marr, Ashland, Feb. 22, 1905.
 C. George Miller, Schuylkill Haven, Feb. 22, 1905.
 Wilson H. Miller, Pottsville, April 25, 1906.
 James F. Minogue, Esq., Ashland, Oct. 4, 1904.
 N. C. Morrison, Pottsville, Jan. 30, 1907.
 J. W. Moyer, Esq., Pottsville Feb. 22, 1905.
 Elmer E. Nagle, Pottsville, Feb. 22, 1905.
 W. W. Neifert, Hartford, Conn., Jan. 31, 1906.
 Frank C. Palmer, Pottsville, April 26, 1905.
 Miss Harriet C. Passmore, Philadelphia, Sept. 29, 1904.
 Prof. B. F. Patterson,* Pottsville, Feb. 22, 1905.
 Hon. Geo. R. Patterson,* Ashland, Feb. 22, 1905.
 Isaac Paxson, Schuylkill Haven, Nov. 30, 1905.
 Theodore Pershing, Germantown, Sept. 27, 1905.
 A. J. Pilgram, Esq., Pottsville, May 31, 1905.
 Mrs. A. J. Pilgram, Pottsville, May 31, 1905.
 W. D. Pollard, Pottsville, March 29, 1905.
 John T. Quin, Mahanoy City, Sept. 29, 1903.
 Walter I. Rahn, Pottsville, Feb. 22, 1905.
 F. W. Ream, Pottsville, Jan. 3, 1904.
 Horace F. Reber, Pinegrove, May 30, 1906.
 Wm. J. Richards, Pottsville, Feb. 22, 1905.
 Samuel Rowland, Schuylkill Haven, June 27, 1906.
 Henry W. Rogers, Philadelphia, Jan. 31, 1906.
 J. I. Saul, Pottsville, Jan. 25, 1905.
 Thomas H. Schollenberger, Pottsville, Feb. 22, 1905.
 T. W. Swalm, M. D., Pottsville, Jan. 13, 1905.
 Harvey Scott, Pottsville, March 29, 1905.
 Prof. Livingston Seltzer, Pottsville, March 29, 1905.
 Mrs. A. A. Seibert, Pottsville, June 27, 1906.
 David H. Seibert, Pottsville, Feb. 22, 1905.
 Hon. Arthur L. Shay, Pottsville, Feb. 22, 1905.
 Walter S. Sheaffer, Feb. 22, 1905.
 Wm. L. Sheaffer, Pottsville, Feb. 22, 1905.
 Watson F. Shepherd, Feb. 22, 1905.
 Edward S. Silliman, Mahanoy City, March 30, 1904.

B. J. Smith, Pottsville, May 30, 1906.
George J. Smith, Pottsville, Sept. 27, 1905.
Isaac Sotzin, Pottsville, Jan. 13, 1905.
Howard Staeger, Schuylkill Haven, April 26, 1905.
J. L. Stauffer, Esq., Schuylkill Haven, Sept. 27, 1905.
Wm. Stein, Shenandoah, May 31, 1905.
W. W. Stein, M. D., Shenandoah, Jan. 31, 1906.
Allen W. Stewart, Quakake, Jan. 31, 1906.
John H. Strauch, Pottsville, Feb. 22, 1905.
Rev. Thomas C. Strock, Tremont, Jan. 27, 1904.
Reese Tasker, Pottsville, May 31, 1905.
Heber S. Thompson, Pottsville, May 31, 1905.
Prof. S. A. Thurlow, Pottsville, Feb. 22, 1905.
Mrs. S. A. Thurlow, Pottsville, Feb. 22, 1905.
Jacob Ulmer, Pottsville, Feb. 22, 1905.
William G. Wells, Esq., Pottsville, April 27, 1904.
John T. Werner, Pottsville, May 31, 1905.
Frank Whitney, Pottsville, Feb. 22, 1905.
Miss Sarah F. Whitney, Pottsville, May 31, 1905.
Kimber C. Wilson, Pottsville, March 29, 1905.
W. K. Woodbury, Esq., Pottsville, Feb. 22, 1905.
Rev. Zwingli A. Yearick, Shenandoah, Jan. 27, 1904.

HONORARY MEMBERS.

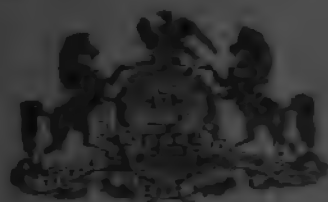
Luther R. Kelker, Harrisburg, Nov. 27, 1903.
J. J. John, Shamokin, Nov. 4, 1904.
Rev. J. B. Early, Reading, Jan. 3, 1906.

(*)—Deceased.

VOL. I

NO. 1

PUBLICATIONS
OF THE
HISTORICAL SOCIETY
OF
SCHUYLKILL COUNTY.



- The Heroic Laying of a Noble Foundation.
The County Historical Society
The Fort Family.
Early Days in Schuylkill County.
First Purchasers of Lots in Orwig Court
Reminiscences of Pinegrove
The Early Settlement at Minersville and History
of its Schools.

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INTRODUCTORY

In offering to the public these the first publications of the Historical Society of Schuylkill County, a few words, by way of introduction, may be proper.

The first definite steps toward forming the Society were taken by a few gentlemen who, at the invitation of the Hon. D. C. Henning, met in his office in Pottsville, on the evening of April 21, 1903. A committee was appointed to prepare a circular letter and mail it to a number of citizens in the county, soliciting the use of their names to a call for a public meeting. The response was quite encouraging, upwards of fifty persons replying favorably. In pursuance of this call, which was published in the county papers, a meeting was held in the rooms of the Young Men's Christian Association, in Pottsville, Pa., May 29, of the same year.

At this meeting the Society was duly organized by the election of the following officers: President, Hon. D. C. Henning, Pottsville; Vice Presidents, Mr. Levi Miller, Pinegrove; Major Heber S. Thompson, Pottsville, and Prof. Edward W. Taylor, Donaldson; Recording Secretary, Mr. D. G. Lubold, Pottsville; Corresponding Secretary, Miss Elena Roads, Pottsville; Treasurer, Mr. John R. Hoffman, Pottsville; Librarian, Dr. H. J. Herbein, Pottsville, and Assistant Librarian, G. A. Berner, Esq., Pottsville.

For the year 1904, the same officers were elected, excepting the Vice Presidents, who are Rev. H. A. Weller, Orwigsburg; Major Heber S. Thompson, Pottsville, and Prof. G. W. Channell, Port Carbon; and Treasurer, Mr. J. W. Fox, Pottsville.

The work of the Society is assigned to the following committees:

Executive.—The President, Recording Secretary, and

Treasurer of the Society, and A. W. Schalck, Esq., A. W. Sheaffer, John R. Hoffman, and J. F. Patterson.

Publication.—D. G. Lubold, W. M. Fausset, Esq., Mrs. C. D. Elliott.

History.—A. W. Schalck, Esq., Prof. G. W. Channell, Rev. H. A. Weller.

Biography.—Rev. J. H. Umbenhen, Miss Elena Roads, J. H. Filbert, Esq.

Genealogy.—Rev. J. H. Eastman, Miss Emma Pott, Mrs. Baird Snyder.

Geology.—John R. Hoffman, Baird Halberstadt, James Archbald, Jr.

Relics and Antiques.—A. W. Sheaffer, Miss Mary B. Cummings, Joseph Stichter.

Household Art.—Miss Martha Bannan, Mrs. Walter Sheaffer, Mrs. Clara L. Wintersteen.

A constitution was adopted, a charter was obtained from the County Court, Sept. 14, 1903, and the G. A. R. Hall selected for the place of meeting until permanent quarters can be secured. The object of the Society, as indicated by an extract from its constitution, is "to discover, procure and preserve the records of the history of Schuylkill County."

The papers here published represent only a portion of those read at the meetings of the Society.

The Heroic Laying of a Noble Foundation.

Address Delivered Before the Historical Society of Schuylkill
County, July 2, 1904, by Capt. H. M. M. RICHARDS,
of Lebanon, Pa.

We are justly proud of our great country, now no longer an isolated nation of unknown and unrespected strength, but a world power, destined to control, for weal and not for woe, the future of many powers and principalities. We are especially proud that we can boast of being citizens of an integral part of that great country, which, in itself, is so important, and on which so largely depends the prosperity of the whole that it has well been denominated the "Keystone State." Above all, we love to think that, in this grand Commonwealth, our lot has been cast on the banks of those streams which flow through the rich and beautiful valleys that nestle at the foot of its mountains, and that we are the children of those who have made this spot the greatest part of the greatest State of the greatest nation the world has ever seen, or ever can see, because now we stand near the end of time and not at its beginning.

The country about us teems with history, much of which has been so neglected, so long buried and out of sight, as to have become almost forgotten, but so noble and grand that, as it is gradually exposed to public gaze and understanding by pious hands, it has created a feeling of general surprise and astonishment. It is this history which forms our solid foundation, and upon it rests a truly imposing fabric. It is made up of the toils and hardships of heroic men and women, who came to subdue a wilderness, and is cemented by the blood which they wil-

lingly shed when they laid down their lives, not only to save the homes they had planted in this wilderness, but to protect their more fortunate neighbors of different blood in "the lower counties" beyond them. It represents a patriotism in the councils of the nation which alone made possible this great Union of free and independent States, and a patriotism in the field which, under Divine Providence, materially aided in preserving it. It had its birth in the worship of God and the love of home. Taking as their motto "Without haste, without rest," its children have, patiently and unostentatiously, bravely and noiselessly, slowly but surely, spread outward and onward until, like the leaven in the loaf, their spirit has permeated the whole mass and made it what it is. It has been truly the heroic laying of a noble foundation. Who were those of whom we speak, whence came they, and what were some of their deeds?

They were the "Pilgrim Fathers" whose blood doubtless flows through the veins of many of those now before me. Not the Puritanical Pilgrims of New England, who, in fleeing to their land of freedom, brought with them a slavery more terrible and unjust, in its persecution of others, than that from which they themselves had escaped. Nor were they the Pilgrim Cavaliers of the South who, so often, turned their newly found liberty into license. They were the Pilgrims of the Rhine, whose eyes looked to the setting sun for a place where they might worship their God, plant their homes and rear their children, in peace, but whose hearts clung to the Fatherland, and whose footsteps were not turned westward until, after long years of bloodshed, rapine, starvation and misery, they saw their home in ruins before them, their families scattered or dead, their country a wilderness and their future lot hopeless.

William Penn, after several visits to Germany, in 1671 and 1677, was wise enough to spread broadcast, throughout the Rhine country, pamphlets descriptive of his new colony, with a view of inducing immigration. His efforts were then but partly successful. When, however, the terrible winter of 1708-09 occurred, during which the birds fell down dead in their flight and even the beasts perished in their lairs, suffering humanity, in the midst of this

fearful visitation added to its other wretchedness, remembered what had been told of the New World beyond the ocean and longed to reach it. During the spring of 1709 the good people of London were astonished to find, in their midst, some 5,000 alien Germans on their way to America, which number was augmented to about 14,000 during the coming summer and fall. Of the wretchedness of these penniless wanderers in a strange city, of the kindness of the citizens of London, and that of their Queen, who eventually helped many of them to their destination, of their suffering and death on shipboard, it is not now our purpose to speak. Suffice it to say that this was the real beginning of the great German emigration to America, the source of the river into which was to flow stream after stream until the year 1775, by which time, like a mighty torrent, it had poured upon the shores of Pennsylvania the great total of some 100,000 souls, constituting fully one-third of its entire population.

This stream was divided into two branches, one of which entered the Province at the north, the other at the south, both uniting again at the centre along the Kittatinny Mountains, or Blue Range.

Without either experience, or an adequate knowledge of the dangers and difficulties before them, worse still, without sufficient means, the plight of the German Palatines in London was terrible. Many died, some found their way back to Germany, others were deported to Ireland, where their descendants are still to be found, while the remnant was eventually loaded on ships and, thus at last, started for the "land of promise." Those who survived the voyage finally reached New York Province, not to find the homes for which their hearts had yearned, but, instead, a hopeless servitude. How they were imposed upon and cheated, and how, in the end, their property was ruthlessly taken from them, is a pathetic story which has been well told by others. In their despair some remembered the kind promises which had been made them by an embassy of Mohawk Indian chiefs who took pity on them in London, and abandoned everything to start life over again on the frontier lands of the savage, who was more merciful to them than their white neighbors.

Others bethought them of the fair lands of Pennsylvania, which had been their original goal and where they knew they would be welcome. With this in his mind, John Conrad Weiser, Sr., one of the delegates sent by the Palatines to England, in the hope of getting redress for their wrongs, seeing the futility of any such effort, paid a visit to the widow of William Penn in 1723 and tried to arrange for the purchase of the fertile Minisink flat lands near the present city of Stroudsburg in Monroe County. Had it not been for the opposition of James Logan, who was the agent for Penn's heirs, he would certainly have been successful in his effort and the whole history of Pennsylvania, even of the entire nation, might have been changed, but a far-seeing Providence ruled otherwise. There remained then but the last alternative, that of crossing the wilderness of forest between to the Susquehanna, and floating down its broad bosom to their destination, where, on the truly "unoccupied land" of the aborigine, they might erect their little cabins, clear their land, and, with dogged determination, hold fast against all opposition.

The place and route decided, they had only to put their project into execution. It is difficult for us, of this day, to fully imagine the trackless wilderness which then covered the territory now teeming with cities, cultivated farms and civilized life of every description. One immense forest practically extended from Schoharie to their destination at the head waters of the Susquehanna, through which alone roamed the wild beast and still wilder savage man. The river gained, its waters floated them, day by day, through a desolate country, without sign of habitation or habitant. Guided by the Indians, and not under the leadership of either the elder Weiser or his gifted son, as some suppose, both of whom came later, the pioneers of 1723, with much toil and labor, cut their way through the forest, after which, with their wives, little ones, and animals, they followed, by day, the scanty track they had made in the woods, and slept at the foot of its trees by night, until the forty or fifty miles, which separated them from the river, had been traversed. Then came the building and launching of the heavy rafts, to contain their household goods, and of the light and speedy canoes for themselves, while their cattle were driven

along the river banks. Down the grand stream they floated until, at last, their eyes were rewarded by a view of the long, low cabin of John Harris, the first white man's dwelling. Cheered by this sight, on they went to the mouth of the Swatara Creek, into which they turned, and were soon hastening to the Tulpehocken region of Berks County, where, at last, they were indeed home.

Even though somewhat less romantic than the experience of the northern emigrants, that of those who came into Pennsylvania by way of its southern port of Philadelphia was none the less arduous and sad. The voyage across was just as long and terrible, and the servitude, which awaited those who fell into the rapacious clutches of the rascally "Newlanders," was even more severe than the bondage of Schoharie. Robbed of their means, heartlessly parted from relatives and friends, sold on the block into service, many a poor, unfortunate Redemptioner hardly realized that he had left the Fatherland for the vaunted land of freedom, about which he had heard so much. Stout of heart, however, and never despairing, he pushed his way inland, and still further inland, until he met his brethren of Tulpehocken, when, together, they spread themselves along the base of the Blue Mountains, occupying Allemangel, the present Albany and Windsor Townships of Berks County, to the east of the Schuylkill River, and the Tulpehocken region, to its west, together with what is now Lebanon County and a part of Dauphin.

The men of Germany, who thus fearlessly covered and guarded the frontiers of our Province, were truly laying a solid foundation, but it needed to be broadened out to bear the edifice which was foreordained to rest upon it. The Kittatinny Mountains marked the barrier between white and red, civilization and savagery. On the one side seemed to be safety and peace, on the other was almost certain danger and death, but, putting behind them all thought of the latter, and in the hope of a full enjoyment of the former among the beautiful valleys which nestled between the ranges of hills, here and there a settler gradually pushed his way across, some finding a road through the Swatara Gap; others crossing over by the mountain path leading to the Indian town of Shamokin, now Sunbury, from where Millersburg at present stands in Berks

County; still more pushing northward from Reading, and its vicinity, into the gap at Port Clinton; and the others forcing a passage over the Blue Ridge from Albany Township to the banks of the Lizard Creek. Living in what was practically a wilderness, remote even from each other and almost separated from the world by the barrier of mountains which lay between them and the faint semblance of civilization beyond, is it to be wondered that we have no record, worth mentioning, of the brave men and women of German birth who founded what is now the great, and deservedly famous, County of Schuylkill? From such a parentage what could we expect other than the noble deeds which have ever marked the career of its children? Although it was, at one time, the duty of the writer of this article to make a diligent historical research along the entire base of the Blue Mountains, at no place did he find so many interesting, and yet forgotten, relics of a colonial past, which he would have gladly re-peopled and rebuilt, on paper at least, had it been possible. We do know, however, that, as early as 1747, George Godfried Orwig took up his residence near the present Orwigsburg, and was followed by others of his countrymen, who settled near him. We also know that the beautiful Pottsville, of which you are justly proud, derives its name from a family whose ancestor was the Palatine immigrant, Wilhelm Pott, who came to this country in the good ship Saint Andrew about Sept. 12, 1734.

Hard as had been the struggles of the Rhine Pilgrims to this time, they were doomed, in the near future, to an experience which was well hid from their sight by a merciful Providence who, because of their fortitude and steadfastness, had selected them as His instruments for the preservation of the Province. Had they failed in this duty it has been well said that the onward march of civilization and settlement, in Pennsylvania, would have been retarded fifty years, the War for Independence might have been an impossibility, and all our history changed. Towards this climax events were hastening fast.

We have now reached the great crisis in the history of America. Living, as we do, more than a century and a half after the events of which we are writing, we can the more clearly look back and see the course of Providence

in the development of this country; it is now apparent to all that the New World has been set apart for the oppressed of all nations. To that end the Spaniards, being unfit, they were never allowed to get more than a foothold on what now comprises the territory of our great United States, and not even to retain that foothold for any length of time. By 1740 the virile Anglo-Saxon race had established its flourishing colonies along almost the entire Atlantic coast line, while the more excitable and frivolous, but equally brave and venturesome, Gaul was occupying Canada to the north, Louisiana to the south, and planning to connect these extremes by means of the Mississippi River, with the ulterior view of spreading to the east and forming a great French Empire. We were even then on the threshold of our War for Independence, but, before that could occur, the problem of supremacy on the Western Continent must be settled, and, in accordance with Divine plans, settled in favor of the English race. The peaceful settlers of the Blue Range little recked, in 1750, that they were sleeping over a volcano which was soon to burst upon them in all its fury.

God lays His plans, but leaves them to human agencies for execution. The French and Indian War had to be fought, and it was foreordained that the English should be victorious, but, under Divine guidance, the agent, who was selected for the great work of devising and carrying out the plans which should cause the overthrow, for all time, of the French power, was the comparatively unknown, and apparently insignificant, German Palatine, Conrad Weiser, who lived beyond the mountains, but a few miles from where we now stand. Had he failed, in his duty or his wisdom, who can even imagine what a dire calamity might have befallen the whole world. Or, when the shock of battle came, had our ancestors of the same blood, who were his friends and associates, failed to stand firm as a rock against the encroachments of the savage, to what end would have been much of his labor?

The Province of Pennsylvania was the home and hunting ground of the Delaware Indian. The Lenni-Lenape had been a great and powerful tribe, but much of this power was gone at the time of which we write. Then they were but the conquered vassals of the all-powerful

associated Six Nations of New York, who, as early as 1728, had sent the Oneida chief, Shikellimy, to Pennsylvania to guard their interests, and, by 1745, had made him vice-gerent over the Delawares, with his residence at Shamokin, now Sunbury. I need not rehearse the familiar story of Conrad Weiser's residence, as a youth, with the Mohawk Indians; of his adoption into their tribe; of his knowledge of their customs and language; and of their entire confidence in his uprightness and justness. With the natural mistrust of the white man by the aborigine, too often deserved, what more reasonable than, upon the advent of Weiser into Pennsylvania, he should at once be taken into the esteem and confidence of Shikellimy, and by him presented to the English Governor as his representative? Equally natural was it that the authorities should speedily learn for themselves to appreciate his excellent qualities, with the result that, from 1731 until the day of his death, he remained at the head of the Indian Bureau of Pennsylvania, trusted and respected by friend and foe alike.

So long as Weiser had but to keep peace between the Delawares and the English his task was not over-difficult, but the day came when, with the Indian lay the balance of power on the continent, or, to speak more specifically, with whom the Six Nations cast their lot on those banners must victory perch. The Six Nations allied to the French, the English must be driven into the sea; the Six Nations with the English and French supremacy became an impossibility. We can hardly realize the position in which Weiser now found himself, a position which, indeed, demanded more than human wisdom. His clear insight into matters had long shown him the necessity for a league with the Six Nations, and all his efforts had tended to that end, but, now that two great nations were to battle with a continent for their stake, such an alliance was bound to mean a rupture with the Delaware tribe, who were but too anxious for revenge and a return to their former power. On one hand was an Iroquois and Mohawk friendship with a continent gained, but this, on the other hand, must bring about Delaware enmity, and, with it, a deluge of blood to his beloved Pennsylvania, his neighbors and friends, possibly his own kin. He was the one man,

alone, whose word must decide. To his everlasting credit, let it be said that he never faltered in his duty. He spoke the right word, the Six Nations were gained, and, while the tomahawk of the Delaware never slept, in its deadly work, for some years, yet, finally, he was even successful in winning him also over to the right cause before he laid down his own arms in honor, and went to that eternal reward he had so well earned.

In spite of all warnings and pleadings, regardless of all appeals, when the French and Indian War broke upon the Province it found an utter lack of preparation on the part of the Government, because of the culpably inexcusable negligence of the Quaker Assembly, which was too full of its petty squabble with the Executive over finances to turn anything but a deaf ear to all entreaties. The defeat of Braddock at once decided the Delawares, who had been kept wavering heretofore through the efforts of Weiser, to cast in their lot with the French. The massacre of Penn's Creek, on the West Branch of the Susquehanna, occurred October 16, 1755, and, at once, the savages appeared along the Blue Mountains. Henry Hartman was murdered just beyond Swatara Gap; all along the northern base of the hills, where every one was helpless, settlers and their families were exterminated and now sleep in graves which have long passed out of the record of man, if they ever were recorded; the touching story of Regina Hartman, the Indian captive, was given birth in this month, and it is asserted that the occurrence took place near Orwigsburg of your own county; bands of savages crossed over the mountains at Dietrich Snyder's cabin, above the present village of Strausstown, and fell on the hapless people of Tulpehocken, about the middle of November, slaughtering, most barbarously, men, women and children, to the number of not less than fifteen, within two days' time. All was alarm and confusion. Both at the Swatara Gap and at Dietrich Six's, near Millersburg, houses of refuge were hastily erected and occupied; the farmers organized themselves into squads and companies, for mutual protection and to patrol the country, but it was only too evident that the best efforts, which the people themselves could put forth, were altogether insufficient to enable them to cope with the situation.

When once the authorities fully realized their duty, in all fairness it must be said that they threw off their former apathy and tried to do what they could. Defensive operations were at once begun. To understand what was needed in that respect we must not overlook the character of the foe with whom they had to contend. The settlers were not exposed to the attack of French soldiers, nor even of organized bodies of the Indian allies. The forays were invariably made by scalping parties of warriors, ten, fifteen, twenty, rarely more, in number, who would creep stealthily past the best guarded fort and alert sentries, avoiding the most watchful patrol, and, like a bolt of lightning from a clear sky, fall upon their hapless victims. To the soldiers, who responded instantly to the quickest alarm, there would be nothing left to gaze upon except the blackened ruins of a home and the mutilated bodies of its late occupants.

Such warfare required defense of a peculiar character. Along the entire length of the Blue Ridge, the natural barrier which chanced to mark the limit of regular settlement, from the Delaware to the Susquehanna forts were erected, at distances of from twelve to fourteen miles apart, invariably occupying the gaps or gateways through the hills. Sometimes they were built on one side of the Range, then on the other, and, in several instances, on both sides, as the needs of the people demanded. In each fort was stationed a company, or more, from the First Battalion of the Pennsylvania Regiment, under command of Lieutenant Colonel Conrad Weiser, who had been commissioned as such by the Governor on October 31, 1755, whose duty it was to garrison them and also to patrol, day and night, the territory between. Almost without exception these defenses were composed of a stockade of heavy planks, inclosing a space of ground more or less extensive, on which were built from one to four block-houses, pierced with loop-holes for musketry and occupied as quarters by the soldiery and refugee settlers who fled to them upon every appearance of danger. One or two of these forts consisted of the defenses which had been erected by the settlers themselves at the very beginning of hostilities, had proved to be available for the purpose and, accordingly, were occupied by the

authorities, but all the others were built by the Government. In addition to the regular forts it became necessary, at various points where depredations were most frequent, and where the population was greatest, to have subsidiary places of defense and refuge, which were also garrisoned by squads of soldiers from the main forts, and which, generally, comprised farm houses, selected because of their superior strength and convenient location, around which the usual stockade was thrown, or, occasionally, block-houses erected for the purpose. Even all this failed, at times, to give needed protection, and the people were forced to flee to substantial stone houses which were used as "houses of refuge," though unguarded by any troops.

The forts which constituted the regular chain of defenses, as mapped out by the Government, were Fort Hunter, about six miles above Harrisburg on the Susquehanna; Fort Manada, at Manada Gap, Dauphin County; Fort Swatara, at Swatara Gap, Lebanon County; Fort Henry, near Millersburg, Berks County; Fort Nothkill, near Strausstown, Berks County; Fort Lebanon, near Auburn, Schuylkill County; Fort Franklin, near Snyder'sville, Schuylkill County; Fort Allen, at Weissport, Carbon County; Fort Norris, near Kresgeville, Monroe County; Fort Hamilton, in Stroudsburg, Monroe County; Fort Hyndshaw, at Bushkill, above Stroudsburg. Interesting as may be their history to us of today, to those who formed a part of it there was little else besides blood, fire, wounds, death, destruction, alarms, suffering and sorrow. It is to be regretted that the scope of this paper will only permit of allusion to the defenses of our immediate locality.

The first of these stood just to the north of the road leading from Auburn to Pine Dale, about where the road to Port Clinton joins, distant $1\frac{1}{2}$ miles from each of the former places. In 1894 the property was a part of the farm of Mr. Lewis Marburger. Just beyond the road, to the south, the ground slopes down to the Pine Creek, or, as formerly called, the Bohundy Creek. It was originally named Fort Lebanon, but, during the latter part of its history, for some unknown reason, it was designated as Fort William.

Fortunately, this is one of the few defenses of which

an authentic description remains, as handed down to us in the Pennsylvania Archives. It reads as follows:—

“Fort Lebanon, about 24 miles from Guadenhutzen (Fort Allen at Weissport), in the Line to Shamokin (Sunbury) Fort, 100 Foot Square.

Stockades, 14 Foot High.

House within built 30x20 with a large Store Room.

A spring within.

A magazine 12 Foot Square.

On a Barren not much Timber about it.

100 Families protected by it within the new Purchase. No Township Built in three weeks. Something considerably given by the neighbors toward it.”

The first mention made of it is in a letter of instructions sent by Gov. Morris to Col. Weiser, on January 25, 1756, in which he speaks of having ordered “Captain Jacob Morgan, who is posted at a fort in the forks of Schuylkill, called Fort Lebanon,” to take twenty men and build Fort Northkill. We have nothing to tell us definitely when it was erected, but as it was built by the Government, as the Indian depredations did not reach this locality until November, and as Captain Morgan’s commission was dated December 5, 1755, we may presume that it was completed some time during that month of December.

Portions of the journal kept by Captain Morgan, as well as that of Lieutenant Humphries, commanding Fort Northkill, have been preserved and are sufficient evidence not only of the terrible state of affairs, which then existed, but also of the faithful manner in which the arduous and dangerous duties of the soldiers were performed. The following letter must serve as a sample of the whole:—

Jacob Morgan to Gov. Denny, 1756,

November Fourth, 1756.

Hon’d Sir: Yesterday morning at Break of Day, one of ye neighbors discovered a Fire at a distance from him; he went to ye top of another mountain to take a better Observation, and made a full Discovery of Fire, and supposed it to be about 7 miles off, at the house of John Finsher; he came and informed me of it; I immediately detached a party of 10 men (we being but 22 men in the

Fort) to the place where they saw the Fire, at the said Finsher's House, it being nigh Skulkill, and the men anxious to see the enemy if there, they ran through the Water and the Bushes to the Fire, where to their disappointment saw none of them, but the House, Barn, and other out-houses all in Flames, together with a considerable quantity of corn; they saw a great many tracks and followed them, came back to the House of Philip Culmore, thinking to send from thence to alarm the other Inhabitants to be on their Guard, but instead of that found the said Culmore's Wife and Daughter and Son-in-Law all just Kill'd and Scalped; there is likewise missing out of the same House Martin Fell's Wife and Child about 1 year old, and another Boy about Seven Years of Age, the said Martin Fell was Him that was kill'd, it was just done when the Scouts came there, and they seeing the Scouts ran off. The Scouts divided in 2 partys, one to some other Houses nigh at Hand & the other to the Fort, (it being within a mile of the Fort) to inform me; I immediately went out with the Scout again, (and left in the Fort no more than 6 men) but could not make any discovery, but brought all the Famileys to the Fort, where now I believe we are upwards of 60 Women and Children that are fled here for refuge, & at 12 of the Clock at Night I Rec'd an Express from Lieut. Humpries, commander at the Fort of North-kill, who inform'd me that the same Day about 11 o'clock in the Forenoon, (about a Half a mile from his Fort) as he was returning from his Scout, came upon a Body of Indians to the number of 20 at the House of Nicholas Long, where they had kill'd 2 old men and taken another Captive, and doubtless would have kill'd all the Familey, they being 9 children in the House, the Lieut's party tho' 7 in number, fired upon the Indians and thought they killed 2, they dropping down and started up again, one held his Hand (as they imagined) over his Wound, and they all ran off making a hallowing Noise; we got a Blankett and a Gun which he that was shot dropt in his Flight. The Lieut. had one man shot through the right arm and the right side, but hopes not mortal, & he had 4 Shotts through his Own Cloathes. I this day went out with a party to bury the dead nigh here; we are all in high spirits here; if it would please his Honour to order a Re-

inforcement at both Forts, I doubt not but we should soon have an Opportunity of Revenging the loss, from

Honour'd Sir

Your most Humble Serv't to Command

Jacob Morgan.

The barbarity of the savage can better be understood when, in addition to what Captain Morgan has written, you are told that, at the approach of the Indians, John Fincher, his wife, two sons and daughter, immediately went to the door and asked them to enter in and eat, expressing the hope that they came as friends, and entreated them to spare their lives. To this entreaty the barbarians turned a deaf ear. Both parents and two sons were deliberately murdered. The daughter was missing after the departure of the Indians, and it was supposed, from the cries heard by the neighbors, that she also was slain. At the same time four children were slaughtered at the house of one Miller. All were scalped save an infant two weeks old, whose head was dashed against the wall, to which the brains and clotted blood adhered as a silent witness of their cruelty. The consequence of these massacres was the almost complete desertion of all settlements beyond the Blue Mountains.

The only other defense, erected by the Government in Schuylkill County, was Fort Franklin. This fort is of especial interest from the fact that it was one of those erected by order of Benjamin Franklin. It may be recalled that, amongst the first sufferers of this cruel war, were the Moravians, whose mission of Guadenhutten, at the present town of Lehighton, was completely destroyed on the night of November 24th and most of its inmates murdered. This was followed by other similar acts, throwing the whole locality into a great state of alarm. Captain Hays, with his company from the Irish Settlement in Northampton County, was ordered to protect the adjoining Moravian Mission of New Guadenhutten, where Weissport now stands, but was drawn into an ambush by the Indians and his soldiers almost exterminated. A thorough and systematic plan of defense was then immediately undertaken by the Government. Benjamin Franklin and James Hamilton were selected to execute it and departed at once for the scene of operations.

Franklin took charge, in person, of the defenses about the Lehigh River, while Hamilton gave more attention to those bordering on the Delaware. By January 25, 1756, the fort at Weissport was in a fair state of completion, its flag was hoisted in the midst of a general discharge of musketry and swivels, and the name of Fort Allen given it by Franklin, who was then present. He then immediately sent Captain Foulk to build another between Fort Allen and Fort Lebanon, which, he said, "I hope will be finished (as Trexler is to join him) in a week or 10 Days." It was doubtless finished during the early part of February, and named Fort Franklin after Benjamin Franklin, who was even then a distinguished man and, as we see, already actively engaged in caring for the welfare of his country. Unfortunately, the exigencies of the occasion were so great that it seemed to be impossible to give the needed time and care to the erection of this defense. I do not know how we can get a better understanding with regard to it than by quoting from the report of Commissary James Young, who, on his tour of duty, visited it on June 21, 1756. You will note he speaks of it as the fort above Allemangel, a name frequently given it because of its location directly across the mountain from Allemangel, our present Albany Township of Berks County. He says:

"Fort above Alleminga,—At $\frac{1}{2}$ past 3 P. M. we sett out with the former Escort & 2 of Cap't Morgan's Comp'y for the Fort above Alleminga, commanded by Lieu't Ingle; at $\frac{1}{2}$ past 7 we got there; it is ab't 19 miles N. E. from Fort Lebanon, the Road a Narrow Path very Hilly and Swampy; ab't half way we came thro' a very thick and dangerous Pine Swamp; very few Plantations on this Road, most of them Deserted, and the houses burnt down; $\frac{1}{2}$ a mile to the Westward of this Fort is good Plantation, the people retires to the Fort every night. This Fort stands ab't a mile from the North Mountain; only two Plantations near it. This Fort is a square ab't 40 foot, very ill staccaded, with 2 Logg houses at Opposite Corners for Bastions, all very unfit for Defence; the Staccades are very open in many Places, it stands on the Bank of a Creek, the woods clear for 120 yards; the Lieu't Ranges towards Fort Lebanon and Fort Allen,

ab't 4 times a Week; much Thunder, Lightning and Rain all night. * * *

To this day the country is sparsely settled, but at no place have I seen so many interesting relics of the bloody past. Here and there are still to be found the log cabins, with their huge open fire places on the first floor and ladders reaching to the overhang attic above, whose floors are pierced with loop-holes commanding the heavily barricaded door beneath, and whose walls still contain other loop-holes, many of which, to this day, show the blackened traces of musketry fire. At other places are crumbling walls and rotting logs, still mutely pointing to a long forgotten tale of murder and cruelty. Save, however, for a few lingering traditions, the history of the neighborhood seems to be buried in oblivion. This can be readily understood when we remember that, because of their dangerously advanced position, which hardly admitted of suitable protection, those of the settlers, who neglected to flee to a place of refuge, were almost universally slaughtered. To such an extent, indeed, was the locality abandoned, that but little effort was made to keep Fort Franklin in proper repair, on several occasions it was even determined to no longer occupy it, and its history is void of especial interest.

It was only with great difficulty its true location could be determined. It stood on a hill, a part of which was, at one time, the Bolich Farm, now owned by Mr. J. Wesley Kistler, and had a most commanding view of the entire country. It was distant from Snydersville about $\frac{3}{4}$ mile on the north, and about one mile from the base of the Blue Mountains on the south. It stood directly alongside of the road leading across the mountain to the present Lynnport, the location of Fort Everett, and but a few rods distant from the main road between Fort Allen and Fort Lebanon. At the base of the hill is a fine stream of water, coming from the mountain and emptying into the Lizard Creek, about $\frac{1}{2}$ mile distant.

The little log forts have long since disappeared from sight. Let us be thankful that a renewed interest in historical research has prevented us from forgetting entirely their existence and the deeds of their brave garrisons, who were composed so largely of Pennsylvania Germans.

The French and Indian War had hardly become a thing of the past when another, even more critical, period arose in the life of our country, and our fathers were called upon to say whether they would be truly free, or whether they were content to lead a dwarfed existence as a mere appanage of a foreign power.

I do not hesitate to aver that, had it not been for the Pennsylvania Germans there would have been no Declaration of Independence on July 4, 1776, and today these great United States, each an empire in itself, might still be comparatively feeble colonies of Great Britain.

We need not rehearse the familiar causes which brought about the War of the Revolution. We know how they led to the shedding of blood at Lexington, Concord and Bunker Hill, how the English ministry and Parliament hardened their hearts, and how, finally, separation seemed the only remedy left. Massachusetts, which had suffered much, was most bitter against her foe, and most active in influencing her sister colonies to her own views of independence. In this she was ably seconded by Virginia. It only needed the support and co-operation of Pennsylvania, in the middle, without which the colonies north and south, however enthusiastic, were helpless. This aid was refused. It is not for us to impugn the motives of brave and patriotic men like John Dickinson, who comprised the delegation from the Pennsylvania Assembly. It would seem as though they felt that the time for extreme action had not yet come. Whatever the reason, however, the result was the same. They vehemently opposed radical action and on that point stood firm.

To realize the gravity of the situation we must recall that the Assembly of Pennsylvania differed from many others. Its members were elected by a very limited suffrage, under the charter granted by William Penn in 1701, and it was composed, in a great measure, of those whose religious principles forbade them to either declare or maintain war. Then, again, each member was obliged to take an oath of allegiance to George III, before entering upon his duties. What more natural than for its delegates to follow the course they had laid down, even though it were but the feeling of a limited class and

utterly misrepresentative of the remainder. Their action was most unpopular; patriotic citizens protested everywhere; the soldiers even rebelled against the Assembly, but, after all, these delegates were the representatives of the only legal authority in the Province, and, as such, utterly refused to rescind the instructions under which they were acting, until, finally, failure threatened the whole procedure.

Finding that no agreement could be reached, and weary of long delay, on May 15, 1776, Congress started to cut the Gordian knot by recommending to each colony the adoption of a new Constitution for its better government, where such action seemed necessary. This blow was undoubtedly aimed at the life of the Proprietary Government. In conformity with this recommendation, the members of the Whig party held a meeting in the State House Yard on May 20, and applied to the "Committee of Inspection and Observation of the City and Liberties" to call a conference of the committees of the several counties, that these committees might direct the election of a convention which should frame a new Constitution. The convention met, June 18, 1776, at Carpenter Hall, Philadelphia, and was composed of representatives of all classes of citizens. For the first time in its history, Pennsylvania was no longer under English authority, but was beginning to be "a government of the people, by the people and for the people." For the first time were men of German extraction chosen as representatives, and, representation being according to population and counties, these Pennsylvania Germans held the balance of power in the convention. On their action hung the fate of the Nation. Conservative by nature they might, most justly, have cast in their lot with the party which stood for the king, by whom, in Pennsylvania at least, they had ever been kindly treated, but, always loyal to the cause of freedom, and always patriotic, they did otherwise, and it was their votes, on June 24, 1776, which brought Pennsylvania, at last, to support the motion made by Richard Henry Lee, of Virginia, and seconded by John Adams, of Massachusetts, on June 7, 1776, which declared, "That these United Colonies are, and of right

ought to be, free and independent States; that they are absolved from all allegiance to the British Crown, and that all political connection between them and the State of Great Britain is, and ought to be, totally dissolved," which motion, upon adoption, was immediately followed by our immortal Declaration of Independence on July 4, 1776.

The evident determination of the colonies to free themselves from the sovereignty of Great Britain made aggressive action, on the part of the latter, most necessary. A campaign was planned, to include a crushing blow from which the American Army might never be able to rally, and which, it was hoped, would bring to a speedy end the rebellion while even yet in its infancy.

That New York City would be the objective point of this blow was apparent, but just in what manner it would be struck was, by no means, an easy problem for General Washington to solve. To guard against any possible surprise it became necessary for him to cover a large extent of territory. For this purpose he had with him, nominally, some 27,000 troops, mostly militia, one-fourth of whom were invalids, while another fourth were barely furnished with arms. With his main army, Washington occupied the Island of New York; two small detachments took possession of Governor's Island and the point at Paulus Hook; the militia of the Province, under General Clinton, were posted upon the banks of the Sound, where they occupied the two Chesters, East and West, and New Rochelle, to prevent the enemy from penetrating to Kingsbridge, and thus locking up the Americans on the Island of New York.

On Long Island was stationed one corps only, commanded by General Sullivan and numbering not over 5,000 men. The right of this corps, under General Lord Stirling, rested on the shore within the boundary of the present Greenwood Cemetery, and was composed of Atlee's Pennsylvania Musketry Battalion, of which Lutz's Berks County Associators and Kichlein's Northampton County troops, all Germans, were part, next to whom were the Delaware and Maryland Regiments under Col. Hazlet and Col. Smallwood. Sullivan's centre lay amongst the wooded hills, guarding the Flatbush Pass,

now Battle Pass, in Prospect Park. The left consisted of Col. Miles' Pennsylvania Rifle Regiment, whose duty it was to watch the road by Flatbush and scour the country over to Jamaica to prevent a flank movement.

It was at this point the British General determined to make his assault, and, against these five thousand practically raw recruits, to hurl twenty thousand veteran soldiers of the finest army the world had then seen. General Grant, with 2,000 men and ten cannon, formed his left; 8,000 Hessians comprised his centre, and his right was made up of fully 8,000 more troops, with a train of artillery, under Clinton, Cornwallis and Percy.

Quietly disembarking during the night of August 26th, the British right stealthily started on its undetected march to circumvent the American left. To divert attention from this movement, with the break of day on the 27th Grant's Highlanders made a fierce onslaught on the American right, and, for six hours, the battle raged, at this point, with varying success, but, at no time, did the enemy seem anxious to follow up any momentary advantage gained. The reason for this was quickly apparent. Suddenly the Americans were astounded to hear heavy firing on their left and in their rear. Soon they saw Miles' Rifle Regiment doubled up on their centre; an instant later the Hessians had scattered, like chaff, the troops in front of them, and, in a moment more, the American right was enveloped by the enemy. Confusion, elsewhere, reigned supreme; regimental organization became impossible; disordered masses of men sought only how they might escape the death-dealing volleys of the foe who surrounded them on all sides. Gathering some three hundred brave Marylanders about him, Stirling held out for a brief time until his soldiers had fallen almost to a man. The Delaware and Connecticut troops soon met the fate of their comrades, when there only remained the Pennsylvania Germans, amongst whom may well have been the ancestors of some now residing in Schuylkill County, to oppose the victorious onslaught of the enemy, and to hold him, for a while, in check, while the panic-stricken troops sought refuge behind the guns of Putnam's fortifications at Gowanus Cove. On their valor depended the safety of Washington's Army, even

the nation itself. In this new crisis of our history again they were not found wanting. Manfully they stood their ground, in the face of overwhelming foes, under the Greenwood Hills, where, today, a monument marks the scene of their heroism. But it was an issue of no uncertain kind. One by one these noble men fell at their post of duty, some actually massacred, pinned to the trees by the enemy's bayonet and slaughtered in cold blood. The foe was checked, the American Army and Nation was saved, but, of the company from Easton in Col. Kichlein's Battalion, of which we have a record, of the less than one hundred men who went into battle seventy-one were either killed or wounded, amongst the latter their brave commander.

It has been truly said that "Long Island was the Thermopylae of the Revolution, and the Pennsylvania Germans were its Spartans."

The victory at Long Island, and subsequent surrender of Fort Washington, placed some four thousand prisoners in the hands of the British, which number was continually augmented by other captures. The only prisons, then available in New York City, were the "new" jail, still standing, though much altered, as the Hall of Records, and the Bridewell, which was in the space between the present City Hall and Broadway. These proving entirely inadequate, various large sugar houses, churches, the hospital, and Columbia College, were pressed into service and quickly filled to overflowing so that frequently the inmates had not sufficient room to lie down. Confined in such close quarters, scantily provided with food, obliged to endure the companionship of abandoned wretches, and those tainted with infectious diseases, the sufferings of the prisoners were intense even here, and hundreds died. These sufferings, however, were as nothing compared to those which they underwent on board the "prison ships," which infamous vessels were originally used for the transportation of cattle, supplies, etc., and at this time had been turned into prisons because of the lack of accommodations on shore. After the battle of Long Island many of the prisoners were transferred to these ships, which then lay anchored in Gravesend Bay. The Pennsylvania Germans were prin-

cipally confined on the "Jersey," "Mentor," and "Whitby." Somewhat later the hulks were removed to the Wallabout and considerably augmented in numbers. Of all these the old "Jersey" won the most infamous notoriety. The old "Hell," as she was called, had been, originally, a sixty-four gun battleship. Her port holes were securely closed, and four small apertures, twenty inches square, were cut through for, so-called, ventilation, and protected by iron bars. Here, apparently forgotten by God and man, without a sufficiency of food, without hope of release, thousands of human beings dragged out a brief and horrible existence. For a short time during the day the prisoners were allowed to be on deck, but, at sunset, they were driven below and huddled together in the foul, fetid hold till morning. Their incredible sufferings during the hot nights, without pure air, cannot be told, and hardly imagined. This, coupled with poor food, made the death rate enormous. Every morning the brutal cry of the British soldier down the hatchway, "Bring up the dead!" never failed to secure an active and plentiful response. While the lifeless bodies were hastily interred on the adjoining shore, additional living bodies took their places and so the harvest never failed. It is estimated that the deaths, on the "Jersey" alone, footed up, at the close of the war, the horrible total of eleven thousand. When, at last, she was abandoned, the fear of contagion prevented any one from going on board, or even approaching her. As the twilight closed about her she floated on the waters like an evil spirit brooding o'er the graves of its victims. Her planks were soon filled with worms, which ceased not from their work until her decaying hull was riddled with holes, when she sank to the bottom of the bay, carrying with her the curse of every true American, and burying in oblivion the names of thousands of patriots, which their hands had carved in her sides, but the light of whose life had been extinguished forever.

I would like to tell how the Pennsylvania German did more than his share in the War for Independence, and how the "Berks County Dutchmen," to whom Schuylkill County then belonged, were the "First Defenders" of the Revolution, as were, later on, your Potts-

ville companies amongst the "First Defenders" of the War of the Rebellion, but time forbids.

I have been able but to give you a glimpse of the noble foundation of history upon which this rich and beautiful county of yours now rests. It has been a pleasure for me to have been permitted to do so. It is more than a pleasure to have an opportunity to sincerely congratulate you upon the fact that your ancestors have no need to be ashamed of the deeds of their descendants. As was said of one very dear to me, after he had died, "*Decori decus addit avito*," so have you truly added honor to ancestral honors. But, in all this, may none of us ever fail to give glory and praise to the heroic men of old, who have made possible, by their toil, steadfastness, sacrifices and bravery, that of which we now so proudly boast.

The County Historical Society.

A paper read before the Historical Society of Schuylkill County,
Sept. 25, 1903, by D. G. LUBOLD, Recording Secretary.

Ladies and Gentlemen:—It has been my pleasure on several occasions to see the collections of the Historical Society of Dauphin County. During the summer vacation, I visited the rooms of the Berks and Lebanon Societies, and consulted a number of the active members about the character and methods of their work. The suggestion having been made that some account of what these organizations have done would be of interest to our members, I have prepared this paper giving a brief report of my observations, together with some thoughts about local historical societies in general and the scope and plans of this society in particular.

In the delightful historical novel, "In the Valley," the scenes of which are laid in the Mohawk Valley, the author brings this indictment against the people of the State of New York: 'We have chosen to make money and to allow our neighbors to make histories. We cannot complain if they have written themselves down great and us small.' The same charge can be made with equal truth against the people of Pennsylvania. The inferior part that this State is represented as having taken in important events and crises of our country's history, has often caused feelings of regret and indignation in the minds of citizens. Many a school boy, as he reads the lives of noted men, wonders why there were so few from his own State. He learns that it was the cradle and nursery of the nation, but he does not read of many of its citizens who had a prominent part in shaping the country's destiny.

"At least one reason for this condition is that nearly all the popular books on America have been written in one section of the country. The writers were not always in-

fluenced by a spirit of unfairness, but they had the records of their own people, and did not always have those of ours. The historic spirit of New England is so well known because its valiant deeds have been faithfully chronicled, its historic places marked with tablets, its heroes honored by fitting monuments and its romance woven into song and story. Had Regina Hartman lived in the Connecticut Valley, a century and more would not have been allowed to pass before her sad, yet romantic story, had formed a part of the text books of the schools, and every child become familiar with it.

"Individual attempts have been made from time to time to write the history of the State, but the necessity of associated effort was early apparent. The Historical Society of Pennsylvania was organized at Philadelphia in the year 1832. The Wyoming Historical and Geological Society was established at Wilkesbarre in 1858, and this was followed shortly after by those of Bucks, Dauphin, Chester and other counties.

"These organizations have supplied a long felt need, especially in the matter of preserving memorials of the past. They also nourish a local civic pride because they aim to preserve only what is noble; and thus they are auxiliaries to the promotion of good citizenship. The State has recognized their value as educational agencies in the passage by the Legislature of the Act of 1891, by which County Commissioners are authorized to grant to local societies moderate appropriations toward their annual expenses.

"A county historical society was organized at Reading in 1869, but after an existence of only a few years it suspended meetings. The causes for this were the failure to enlist general interest in the movement, and the fact that rent for rooms absorbed most of its revenues. In 1898, after most of the original members had passed away, a number of gentlemen, among them several of the former members, revived the society. A furnished room in the courthouse was set aside for their use; but recently they changed to a building belonging to the city of Reading, because the other room was needed for court purposes. Among the valuable features of this library are the files, in bound vol-

umes, of the Reading Eagle from its first issue in 1784 to 1860. Probably twenty of the more important papers read at its meeting have been printed in pamphlet form. The Sesqui-Centennial of the City of Reading was celebrated under the auspices of the society, and a number of addresses of real historic value were delivered on that occasion.

"The Lebanon County Society was formed only five years ago, but it has a sufficient number of live and industrious members to show very creditable results. Those people have the use of the large, pleasantly furnished grand jury room in the court house. They also have made a fair start for a library and museum. Among the collections of the latter, I noticed a small hand sewing machine, quaint old hand bellows, an old-fashioned sickle, a flax-hachle, old photos, an almanac of the year 1756, an old day-book, and letters of the time of the Revolution. The publication of its papers has been made the most prominent feature of the society's work.

"The Dauphin County Society has been an active organization for a period of thirty-four years. The County Commissioners furnished a large room in the court house for its exclusive use. Almost all available space along the walls and on the floor of this room is filled with a collection of books, bound files of newspapers, paintings, photos, and relics, illustrating almost every phase of the county's past history. There is no suggestion of the dime museum; every object seems appropriate to the place. Because of the manner of publishing its papers, the society does not receive proper credit for its work. Much of it is included in the series of twelve volumes known as Dr. Wm. H. Egle's 'Notes and Queries.' These comprise a remarkable collection of data relating chiefly to Central Pennsylvania. On the other hand, the society had the benefit of Dr. Egle's exceptional opportunity to gather information, by virtue of his position for many years as State Librarian, and because of the corps of able and industrious writers of local history whom he had associated with him.

"From what I have learned by careful investigation of the history of other similar associations I believe that the success of our undertaking will depend, upon a few neces-

sary conditions—the zeal and industry of the members, the interest of the community at large, suitable quarters for the meetings and collections of the society, and some well defined plan of work. Now, that we are an incorporated body, to exist perpetually, and to become in time the depository, as we hope, for objects of historic interest at present in possession of individuals, and of organizations that may in time disband, what appears to me to be a practical course to pursue, is to secure without delay a room where the nucleus of a library and museum can be gathered, and where the society shall have a home. It will be a rallying point for members and friends and form a bond of common interests as nothing else will do.

“There is abundant material in the form of books, documents, and curios scattered among the people. While it may be necessary to purchase some, others will be donated, or loaned, if the public understand the purpose of the association and is assured of its permanence. A number of citizens have already expressed their wish to co-operate and have offered such books and objects in their possession as may be acceptable to the society. As indicating the character of books that will be desirable to have, I would suggest the several histories and atlases of the county, Wallace’s *Patriotism of Schuylkill County*, all of Rupp’s histories of adjoining counties, Montgomery’s works on Berks County, books relating to the anthracite coal industry, histories of the Synods, Presbyteries, or similar bodies to which the churches of the county belong, and any books published in the county. The old histories of Pennsylvania are also valuable; such as ‘Proud’s,’ ‘Gordon’s Days,’ and ‘Egle’s,’ ‘The Pennsylvania Archives,’ ‘Hazzard’s Register,’ and the ‘Magazine of Pennsylvania History.’

“The preparation and publication of papers on various periods of the county’s history can be carried on at the same time that a library is being collected. Some one may say that Schuylkill County has been outside the arena in which the great questions of history have been decided, and therefore has little history of importance to record. Without attempting to go into details, let us consider a few general subjects. I think we are agreed that the early history of the county has been written only in a very general way.

Louis Richards, Esq., president of the Berks County Society, speaking of the early settlers of that county (which then included Schuylkill), presents their claims to recognition so forcibly that I take the liberty to quote him: "The record of the Pennsylvania Germans who settled the larger portion of the county and gave to it its distinctive social and political characteristics, is marked with few daring exploits. Their careers are traceable, rather along quiet, steady, straight going lines, and in habits of thrift, simplicity and independence. They plowed and sowed and reaped and garnered, performing miracles of industry in subduing the soil. Your early ancestors were not a writing people and left little trace behind them of their personal or family affairs, or even of the order or succession of their generations. Let a due meed of credit and attention not be withheld from the common people. Preserve the names and memories of the many who became less conspicuous in the public annals of the State. Record the good deeds of your ancestors, leaving their faults and shortcomings pass into oblivion. The story of almost any of the pioneer families of this county, if faithfully narrated, would reveal incidents worthy of the pages of romance and history."

"The histories of very few families of this county have been collected in print; so that a new field is before us, by way of assisting and encouraging the compiling of family records. Let it not be done to foster a foolish family pride that may become offensive, but for the satisfaction felt in the record of an honorable ancestry, and out of justice to the memory of those who in many instances left as a heritage whatever their descendants find enjoyable in life.

The history of the old churches, with their records translated and published, would go far towards reclaiming the early history of the county. When our forefathers planted a Christian church in their midst it became the nucleus of law and order and the religious and civic centre of the community. The number of these stretching across the county from New Ringgold, by the Red, the Summer Mountain, Friedensburg, Hetzel's, to Jacob's, near Suedburg, is a noble tribute to the character of the pioneer settlers. They contain probably the only records extant of the birth, marriage and death of the ancestors of many of

the present generation. These records are nearly all in the German language. If they could be translated and published at the rate of but one church a year, we should, in my opinion, confer a lasting favor upon a large number of people."

"The discovery of coal in these mountains brought a new immigration into the county. People more favored by fortune and education flocked hither from the cities, establishing new arts and industries, bringing a high order of skill and ability to the professions, and virtually creating a different civilization. The seat of government was transferred to the new centre of activities. Here the skilled engineer worked out the problem of the mining of coal for the entire country, and an industry was developed of such magnitude as to draw the attention of the civilized world. These people have left records of their achievements, and it should be possible to write a full history of this important period. Plenty of specimens are also to be had to illustrate in a permanent form the marvelous geological formation of the region."

"Perhaps a minor feature of the history of the coal mines, but which may grow in importance as the years pass, is the story of the people who came from countries across the seas, and of whom so many became of the country's most worthy citizens. At this day it is still possible to secure the information concerning them, which would be prized so highly, if it could be had of the first settlers in our county and State."

"No mention has been made of the military history, or that of the schools, or of the county as one of the units in the State government, or of many other subjects suggested, no doubt to each member present. It will be found that there is work extending through a lifetime within the scope of this association, and not the least part of the task will be to find the individuals with the disposition, patience and ability to do it. I believe that it is possible for this society to have within a few years a working historical library, an interesting collection of memorials of the past, with much of its history reclaimed, and means to transmit to posterity what is most worthy in the lives of the people from year to year."

The Pott Family.

Read before the Historical Society of Schuylkill County, June 3rd,
1904, by D. G. LUBOLD, Recording Secretary.

The history of this family in America begins with the arrival of Wilhelm Pott and family at Philadelphia on September 12th, 1734, in the ship *St. Andrew*. The family consisted of his wife Gertrude, two minor sons, John Wilhelm and John, and a step-son, Peter Lobach, aged 14, who was the wife's son by her former husband, Peter Lobach. They were also accompanied by Dagenhard Pott, a younger brother of Wilhelm. It is said Dagenhard died unmarried, a few years after his arrival.

It is supposed that Wilhelm Pott was a native of Germany. There is, however, a tradition in the family that their ancestors were among those driven from Holland to England by the persecutions of the Duke of Alva, but returned to Holland in the time of Charles the First.

Wilhelm Pott was an iron-master of some means. He first settled at Germantown, but soon moved to Oley, Berks County, at that time the frontier settlement of Philadelphia County. His selection of this locality, in which to invest his money and establish a permanent home, is explained by the fact that rich deposits of iron-ore had been early discovered in its hills, and there, a few years before, had been erected the first forge and furnace in the Province. Pool Forge, a few miles from the mouth of the Maxatawny Creek, built in the year 1718, and Colebrookdale Furnace, some miles farther up the valley, built in the year 1720, were the beginnings of the great iron industry of Pennsylvania.

In the present Rockland and District Townships he bought a large tract of land, clearing and cultivating portions of it as farms. Here was the home of three genera-

tions of the family. On Pine Creek, a branch of the Maxatawny, he erected a forge known as District Forge. With it was also connected, as was the custom in those days, a small furnace to smelt ore and make castings. In later years the forge was known as the Heilig Forge, but at present there are no traces of it remaining. A short distance below the forge he built a stone grist-mill. This old building is still standing, and its site is one of the first to be improved in that part of Berks County. Still farther down the stream, on the present site of Lobachsville, he built a fulling-mill. In the year 1745 he conveyed this mill and fifty-nine acres of land to his stepson, Peter Lobach, who added a dye-house, a chair-factory and a turning-mill, and by his energy and industry developed the place into the thriving town that bears his name.

It is not known that Wilhelm Pott was connected with any church. Oley was like an eddy along the stream of immigration, into which representatives of almost every sect and denomination drifted. Nowhere else were the evils of so many divisions among the churches so plainly to be seen. Perhaps it was this that led him to become, as he did, one of the small number of men who formed a religious society under the name of the Associated Brethren of the Skippack. It was to be a non-sectarian organization, whose members aimed to impart religious instruction to all settlers irrespective of creed, and to unite the many sects. The movement did not prosper, and most of the Brethren ended their days within the Moravian fold.

Wilhelm Pott died in the year 1767. There is no record of his wife's death. They were buried on the homestead. According to the information at hand, they had only two children:

2. i.—John Wilhelm.
3. ii.—John, m. Maria Hoch.

II. John Wilhelm Pott, (Wilhelm), is said to have been about ten years old when he was brought, by his parents, Wilhelm and Gertrude Pott, to Pennsylvania. Nothing definite concerning his later history has been learned. The descendants of his brother, John, speak of him as William and have always understood that he emigrated beyond the Susquehanna River, and that some of his descendants went to Virginia. The following records

are here given with the hope that they may lead to the identification of the family:

William Pott, of Rockland Township, Berks County, made a will October 18, 1781, which was proved at Reading, December 17th of the same year. In it he mentions these children:

i.—William, deceased.

ii.—John.

iii.—Catharine, wife of Casper Schell.

He bequeaths 120 pounds, Pennsylvania currency, to the children of his eldest son, William, (deceased), "to whom he had given valuable consideration during his life-time, including the property where he (the son) lived." To John he bequeaths his saw-mill in Rockland Township. He also remembers in his will a grand-daughter, Ann Mary, daughter of Catharine, "for faithful service to him." The executors were John Pott, and Daniel Levan, of Oley Township.

The will of John Pott, of Amity Township, was proved April 12, 1811. In it he mentions a wife and children, but their names are not given. The executors were John Pott and Philip Geiger.

William Pott, who had settled in Huntingdon Township, York County, (now Adams), died in the year 1774. In his will, which is recorded at York, he mentions his wife, Margaret, and the following children:

i.—William.

ii.—Jacob.

iii.—John.

iv.—Dagenhard.

v.—Benjamin.

vi.—Catharine.

It is possible that the William who settled in York County was the "eldest deceased son" of the William who died in 1781, and so was the grand-son, instead of the son, of the founder of the family.

III. John Pott (Wilhelm), son of Wilhelm and Gertrude Pott, was a mere child when brought to this country by his parents. He was naturalized, September 24, 1759. On December 23, 1755, he married Maria Hoch (b. December, 1730), a daughter of John Hoch, whose father, Rudolph (d. January 8, 1748), with a brother, Mel-

chior, came to America in the year 1717. They were Moravians, and had fled from Switzerland because of religious persecutions. Maria Hoch's twin sister, Magdalena (1730-1804), married John Keim, a son of the pioneer ancestor of the family by that name.

John Pott was associated with his father in the iron and milling business. There is still in possession of the family an iron plate that formed the side of a stove, and bears the inscription, "John Pott, 1751." He died in the year 1804, leaving an estate of upwards of fifteen thousand pounds in specie. The first item of his will provided that one hundred pounds be held in trust, and the interest paid to two blind girls who were wards of Rockland Township. The date of his wife's death is not known, but she died before her husband. They had eight children:

- i.—Esther, b. Nov. 24, 1756, d. July 27, 1757.
4. ii.—Esther, b. Sept. 27, 1758, m. Daniel Weiser.
5. iii.—John, b. Jan. 16, 1759, m. Maria Leshner.
iv.—Magdalena, b. Sept. 1, 1762, m. Michael Bower, of Oley. One of their sons, John Bower, moved near Gratz, Pa., where he owned a tannery.
- v.—Catharine, b. June 6, 1764, m. — Glace.
6. vi.—Benedictus, b. April 1, 1766, m. Catharine Mingos.
7. vii.—Wilhelm, b. Nov. 9, 1769, m. Sallie Easton.
viii.—Benjamin, b. March 10, 1773. Probably died young.

IV. Esther Pott (John, Wilhelm), married Daniel Weiser, a farmer, and lived in Maxatawny Township, Berks County. Her husband died in January, 1822. Their children, surname Wiser, were:

- i.—William.
- ii.—David.
- iii.—Maria, wife of Isaac De Turk.
- iv.—Susanna, wife of Peter Ziegler.

V.—John Pott (John, Wilhelm), son of John and Maria (Hoch) Pott, was born in Rockland Township, Berks County, Jan. 16, 1759. He was connected, with his father, in the milling business, and with his brother-in-law, John Leshner, in the iron business. In 1786 he married Maria Leshner (b July 9, 1765, d. April 21, 1823), daughter of

John Leshner and his second wife, Margaret Hess. (1735-1833).

John Leshner (Jan. 5, 1711-April 5, 1794), son of Nicholas Leshner, (1668-1750), and wife, Mary Joanna Dreehr, was one of the most prominent of early settlers of Oley. In partnership with John Ross and John Yoder, he built, in 1744, the Oley Forge, about one-half mile south of the Oley Church. He also operated a furnace on Pine Creek. For fifty years he was identified with the iron interests of the county. He was equally active in civil affairs. The ground on which the Oley Reformed Church is built was donated by him. He served as Deputy Wagon-master in the French and Indian War, and was one of the representatives from Berks County in the Constitutional Convention of 1776, being a member of the committee that prepared the Declaration of Rights. He also served in the General Assembly from 1776 to 1782, and was appointed one of the commissioners for purchasing supplies for the army in the Revolution.

In the year 1810, John Pott having disposed of his property in Oley, moved with his family to the present site of Pottsville, settling in the section of the town known as The Orchard. They first occupied a two-story log-house, weather boarded and painted, which stood on the site of the Charles Baber mansion. Later he built and occupied the stone house that forms a part of the Schollenberger residence across the street.

Here Lewis Reese and Isaac Thomas had begun to erect a small furnace about the year 1804. In 1806 John Pott purchased their interests and completed, or rebuilt the furnace, naming it "Greenwood Furnace." A forge was added, and the plant operated for several years under the supervision of John Pott, Jr., and Daniel Focht. The furnace stood on the northwest corner of Coal and Mauch Chunk Streets, and the forge near where the Pioneer Furnaces are located. In addition to smelting ore and forging iron, almost everything made of iron and used by the early settlers, was manufactured here. This included hollow-ware, as iron kettles and pots, implements used on the farm, and iron for building purposes.

Mr. Pott also bought large tracts of land at various

times, including the greater portion of the present Pottsville and extending to Port Carbon. Several saw-mills were operated in preparing lumber for market, and in 1810, the year in which the family came here, he built the stone grist-mill that was destroyed by fire about ten years ago.

A number of log-houses were built near the iron-works for the workingmen's families. This cluster of buildings may be considered as the beginning of Pottsville. However, it was not until the year 1816 that John Pott laid out the town proper. The original plot included only the lots on each side of Centre Street between Union and Race Streets, and the lots on both sides of Mahantongo Street as far as Sixth Street. He afterwards made additions to this plot, and also set apart the ground occupied by the Centre Street school-building and the park, for free use by the citizens for school, church and burial purposes.

By his remarkable energy and business ability, John Pott accumulated large wealth and lived to see the town which he founded firmly established. He died Oct. 23, 1827. His wife died four years earlier. The memorial granite block in the park marks the place where they were buried. At the time the old burial place was changed into a park their remains were removed to Benjamin Pott's family lot in Mount Laurel Cemetery.

The children of John and Maria (Leshner) Pott were:

8. i.—John, b. March 16, 1787, m. 1st, Susan Strauch; 2nd, Magdalena Bittle.
9. ii.—Magdalena, b. Nov. 30, 1789, m. John Strauch.
10. iii.—Wilhelm, b. Aug. 20, 1791, died young.
10. iv.—Benjamin, b. July 10, 1793, m. Christina Dreifelbis.
11. v.—James, b. March 15, 1795, m. Fanny House.
12. vi.—Maria, b. June 18, 1797, m. Frederick Minnich.
13. vii.—Abraham, b. May 20, 1799, m. Elizabeth Christian.
- viii.—Catharine, b. Aug. 25, 1801, m. Louis Ebbert, moved to Ohio.
14. ix.—Wilhelm, b. Jan. 30, 1805, m. Catharine Hill.
- x.—Jacob, b. Jan. 10, 1808, died at age of about 18.

VI. Benedictus Pott (John, Wilhelm), son of John and Maria (Hoch) Pott, was born in Oley, April 1, 1766. He died before 1804, the year of his father's death. Some of his children lived at Muncy, Pa. His wife was Catharine Mingos, and they had children:

15. i.—John, b. April 25, 1791, m. Eliza Taggart.
- ii.—William.
- iii.—Jacob, who moved west.
- iv.—Mary, m. Samuel Schumaker. They moved west.
- v.—Catharine, m. Samuel High. Lived in Wat-sontown.
- vi.—Benjamin, m. Sarah Schumaker. Lived at Muncy.

VII.—Wilhelm Pott (John, Wilhelm), son of John and Maria (Hoch) Pott, was born Nov. 9, 1769. He also was an iron-master and located in Franklin County, near the Maryland line. He owned large tracts of land in Franklin and Fulton Counties with several furnaces and forges, and became quite wealthy. He did not marry until late in life. His wife was Sallie Easton, a widow with two sons. He left no issue.

VIII. John Pott (John, John, Wilhelm), son of John and Maria (Leshner) Pott, was born March 16, 1787. He assisted his father in business at Pottsville. After the father's death he operated a furnace at Cressona. He also served one term as County Commissioner. About the year 1844 he moved to Fulton County, where he was associated in business with his uncle, William, and where he later died. He married first Susan Strauch, with whom he had two sons, Charles, who moved out west, and one that died young. His second wife was Magdalena Bittle. They had six children:

- i.—Maria, m. Rev. Kline.
- ii.—Jacob, died in Fulton County.
- iii.—James, who went west.
- iv.—Eliza, m. Dr. Crosby. Lived in the State of New York.
- v.—Malinda, m. Charles Logan. Moved west.
- vi.—Rebecca, living in Fulton County.

IX, Magdalena Pott, (John, John, Wilhelm), the

daughter of John and Maria (Leshner) Pott, was born Nov. 30, 1789, died Jan., 1823. She married John Strauch, (b. July 28, 1791, d. Nov. 19, 1862), one of the pioneer merchants of Pottsville. He was a son of Henry and Elizabeth (Rothermel) Strauch, of Maiden Creek, Berks County, and came to Pottsville in its earliest days. He was a member of the first borough council. After the death of his first wife he married Ann Maria Bittle. Magdalena Pott left issue, surnamed Strauch, as follows:

- i.—Maria, b. Nov. 17, 1817, d. July 21, 1878, m.
John Hazzard.
- ii.—Henry, b. April 4, 1819, d. Feb. 5, 1891, m.
Catharine Kerr.
- iii.—Elizabeth, b. Sept., 1820, d. May, 1849, m.
Samuel Stiles.

X. Benjamin Pott, (John, John, Wilhelm), son of John and Maria (Leshner) Pott, was born in Oley, July 10, 1793. He was one of the early miners of coal, having worked the Salem vein in the Borough of Pottsville, in 1822. The first coal that he shipped to market was taken down the Schuylkill in flat-boats. He assisted his brother, John, in the management of their father's business, after the latter's death. When the estate was divided, he bought what is now the Imboden farm below Schuylkill Haven, where he resided for some years. Later he lived retired in Pottsville until his death, Nov. 11, 1868.

Benjamin Pott served in the war of 1812. His wife was Christina Dreibelbis (May 25, 1796-June 3, 1875). She was the daughter of Martin Dreibelbis, (Oct. 5, 1757-Sept. 10, 1799), and his wife Catharine Markel. Martin Dreibelbis was a native of Moselem, Berks County, and became the first permanent settler at Schuylkill Haven, locating there in 1775. The stone grist-mill which he erected served on several occasions as a place of refuge for the settlers when in danger of being attacked by Indians. In addition to the mill, he managed a farm, a store, a distillery and several saw-mills. He also established the first school in the vicinity and secured a well-educated man as teacher. He resided for some years in the mill, and then built for his residence what was later the East Schuylkill Haven Hotel, but died soon after occupying it.

Benjamin Pott and wife, Christina, had children :

- i.—Hannah, m. Lawrence F. Whitney, deceased, of Pottsville.
- ii.—Sarah, m. Lewis Vastine, a merchant of Danville, Pa.
- iii.—John L., m. Rebecca O'Brien.
- iv.—Christina, m. Daniel K. Snyder, of Schuylkill Haven.
- v.—Amelia, m. George Schall, deceased. She resides in Pottsville.
- vi.—Jane, deceased.
- vii.—Benjamin, m. Mary A. Schall. Lives in Philadelphia.
- viii.—Emma. Resides in the old homestead, at Pottsville.

XI. James Pott, (John, John, Wilhelm), born March 15, 1795, resided in Pottsville, but died when still a young man. He married Fanny House and had three children :

- i.—Maria, m. Alexander Silliman.
- ii.—Franklin, d. Dec. 17, 1866, m. Ellen Palmer.
- iii.—Catharine, died in infancy.

XII. Maria Pott, (John, John, Wilhelm), born June 18, 1797, married Frederick Minnich. They lived on a farm between Seven Stars and Schuylkill Haven. Their children are all dead. Edward Minnich, of St. Clair, a son of William, is the only surviving descendant. The children were :

- i.—Maria, m. Septimus Thomas.
- ii.—Catharine, died single.
- iii.—Jeremiah, died single.
- iv.—William, m. Catharine ———

XIII. Abraham Pott, (John, John, Wilhelm), son of John and Maria (Leshner) Pott, was born May 30, 1799. In the year 1826 he bought, from his father, upwards of six hundred acres of land where Port Carbon is situated. He laid out the town and built the first frame house. Before that time only two small log-houses had been built in the vicinity. He operated several saw-mills, one of these, built in 1830, being run by steam. This is said to have been the first engine used north of Reading. He engaged early in the mining of coal, and built the first railroad in this sec-

tion. It extended from Port Carbon to his mines south of the town. In 1846 he moved to Franklin County, but after residing there four years, returned to Port Carbon. He died upwards of eighty years of age. He was married twice. With his first wife, Rachel Byerly, he had one son, John. His second wife was Elizabeth Christian. They had these children. The names are not given in order of their ages.

i.—Zaccur Paul.

ii.—Dagenhard.

iii.—William.

iv.—Abraham, died single.

16. v.—Burd Patterson, b. March 2, 1831, d. Oct. 3, 1904, m. Lydia Jones. Lived in Mullan, Idaho.

vi.—Sarah, m. Samuel Kempton.

vii.—Elizabeth, m. Benjamin Eshelman.

viii.—Emma, m. ——— Seligman.

XIV. William Pott, (John, John, Wilhelm), born Jan. 30, 1805, resided in the stone house on the corner of Mahantongo and Fifth Streets, Pottsville. He married Catharine Hill, and had one son, who died young. After William Pott's death his widow married William Gould.

XV. John Pott, (Benedictus, John, Wilhelm), son of Benedictus and Catharine (Mingos) Pott, was born April 25, 1791, and served in the war of 1812. He married Elizabeth Taggart (April 9, 1796-March, 1889), and lived for some years, at Muncy, Pa. Afterwards he moved to New Columbia, Union County, where he died Sept. 22, 1834. He had a family of nine children :

i.—Mary Ann.

ii.—Robert, for many years cashier of the First National Bank, Williamsport, Pa.

iii.—Charles Wesley.

iv.—Catharine.

v.—Arthur McGowan.

vi.—Theodore Benedict.

vii.—Lorenzo Dow.

viii.—Elizabeth Dow.

ix.—Harriet.

JUDGE B. P. POTT DIES IN THE WEST.

XVI. Judge Burd Patterson Pott, a native of Pottsville, son of Araham Pott, founder of Port Carbon, the latter a son of John Pott, founder of Pottsville, died in Providence Hospital, Wallace City, Idaho, Monday, October 3. Interment was made at Mullan, Idaho, Wednesday, October 10, the Knights of Pythias, of which deceased was a member, having charge of the funeral.

Judge Pott was born in Pottsville, Pa., March 2, 1831. When almost of age the excitement in California was at its height. The young man desired to try his fortune on the golden coast, so his father staked him to a pack train of mules with which Judge Pott crossed the plains in 1852, arriving at San Francisco. He remained there until the fall of 1857, when he returned to Pennsylvania. In 1858 he married Miss Lydia Jones, the wife who survives him. For a wedding trip they went to Oregon by way of the Isthmus of Panama, locating in Josephine County. While there he was a lieutenant in the State militia and participated in the Rogue River Indian war, during which in an engagement he had his horse shot from under him. Judge Pott remained in Oregon until near the close of the civil war, when he returned by way of the isthmus.

Upon his arrival in Pennsylvania he became heavily interested in oil and prospered during those boom days. For several years he made his home at Oil City and Pittsburg.

He again came west, and for a number of years was employed by the Union Pacific Railroad Company to prospect for coal along its line. In 1876 he joined the rush to the Black Hills, and remained there about two years. In 1878 he went to Bozeman, Montana, where he was joined by Mrs. Pott, who came up the Missouri River to Fort Benton and staged across to Bozeman. There he remained until 1884, when he came to Mullan by way of Thompson Falls. Since that date Mullan has been his home. He was well known throughout the Coeur d'Alene district, and held in high esteem.

Judge Pott was one of the original owners of the

Evening and Independent claims, from the sale of which he derived a considerable stake. At the time of his death he still owned some valuable mining property. He also owned his residence and a good business house in Mullan and two valuable residences in Wallace, which gave him a good income.

Early Days of Schuylkill County.

Read before the Historical Society, June 3, 1904, by
W. H. NEWELL.

When that great historian, Diedrich Knickerbocker, began to compose his celebrated and never-to-be-forgotten history of New York, he did not go to libraries, and pore over folios and quotos, but went out amongst his friends and acquaintances, and gathered his material from them.

I have therefore in humble imitation of that illustrious man, through the kindness of my friends, collected a few facts, relating to the early days of our county.

In the olden time Schuylkill County was a land of mountains and forests. In the valleys were farms and homesteads, and a few towns—small groups of houses. The highways were little better than bridle-paths; for the rest, a great forest land; rugged mountains and deep woods; great masses of rock, in all kinds of fantastic shapes, half concealed by gigantic trees; deep valleys hidden by luxuriant vegetation, with beautiful streams flowing through them. In summer the woodlands were a great sea of green; in autumn, gorgeous in scarlet and gold; in winter, arrayed in black and white.

The forests abounded in game, large and small, deer, bear, panther, wolf, fox and catamount, some localities taking their names from the abundance of certain kinds of animals, in that part of the county, as Panther Creek, Panther Valley and Bear Hollow. Other places were so called on account of incidents that occurred there. In this way the "Devil's Hole" in Tumbling Run Valley received its name. Years ago, when Tumbling Run Valley was a great forest, a man from Orwigsburg lost his way one winter night in the woods. It began to snow, and became freezing cold. He almost perished, but at

last reached town alive, and when asked where he had been, said in the "Devil's Hole."

The winters in the olden times were very severe. Great hurricanes of snow transformed the whole country into a great, white expanse. The forests were changed like magic, and were as beautiful as a scene from fairy land. Every leaf and twig was either covered with a fine powder of snow soft as velvet, or incrusting in ice clear as crystal; while through the depths of the woods wound silver threads, the brooks bound in the icy chains of winter; and snow diamonds sparkled and glittered everywhere. The dark pines were ornamented with an exquisite fretwork of snow. It formed designs as intricate as arabesque and delicate as gossamer. The bushes were turned into silver in their transparent coating of ice. And when the sun shone it was a magic forest, created by the great magician, nature.

The roads were blocked, all traffic ceased, and the farm houses were completely isolated from the outer world and each other. Silence reigned supreme. Then the whole country turned out to break the roads. This was a great winter sport. Every man and boy who could get a horse took part in it. At first one, or two, riders would be seen plunging through the snow. Then more and more would join them, until a great crowd had assembled. They were snow, and not animal hunters. The stillness of the winter day was broken by a wild chorus of shouts and yells. And through the great drifts where was once a road a great crowd of horsemen swept like a rushing blast. At the sight of a great snow hill, they charged headlong, men and horses rolling over each other in wild confusion. Then on they went driving into snow banks, tumbling down snow slides and plunging into snow mountains until the roads were opened and the country resounded with the music of sleigh bells.

The first inhabitants of the county were of course the Indians. They hunted, fought and marauded all over our woods and mountains, and in some localities there were Indian villages of considerable size. The life of the early settlers was a constant struggle with the savages, especially during the French and Indian Wars and the Conspiracy of Pontiac. Gradually, however, the Red men disap-

peared until only one was left. He was known as Big Jack and lived on Bare Field, near Pottsville, about the beginning of the last century. He lived alone, and frequently came to town for the provisions the people gave him. Every evening at sunset Jack would give a series of wild yells, just as the sun disappeared, and never deviated from this strange custom. But one night the people no longer heard his cries. The hut was found empty. Jack was gone. Whether he felt his end approaching and met it alone in the forest, or whether the other members of his race called him to join them, will never be known. Big Jack was gone, and the last Indian in Schuylkill County had disappeared forever.

Life in those early days was very primitive and laborious, small matters taking much time and trouble. One of the most important things in household economy was, of course, bread to eat. Now the flour-mill was, of course, a most valuable factor, as the very life of the settlers depended on it. But these mills were few and miles apart, and most of them could only be reached by bridle-paths, through dense forests. One of the early settlers had a farm in Middle Valley, and was obliged to send all the grain for family use to a mill between Port Carbon and Saint Clair. It was known as Barbers' Mill. A huge sack of wheat, placed on a horse, with one of the family, a little girl, perched behind it, formed the convoy. Up Second Mountain, along a narrow bridle-path, the child rode. All around were primeval forests. After crossing the mountain and turning to the right, the girl began to descend into Tumbling Run Valley. Down, down, deeper and deeper, into the heart of the forest, she went. Great oaks threw their branches over the path and gigantic pines cast dark shadows around, while a dense undergrowth of bushes, ferns and wild grape vines made the woods an impenetrable tangle of foliage. Deer trotted along the path. Rabbits skurried through the ferns, and squirrels ran along the branches. But the child knew, as she rode along alone, that a wolf might spring from any clump of bushes, or a panther leap from an overhanging bough. After crossing the Run, she turned up the Valley, riding through a maze of beautiful wild rhododendrons. But in these bushes the musical rattlesnake had his home,

or the misanthropic copperhead meditated on the fall of man. Then the path began to ascend Sharp Mountain, slippery with moss and loose stones. After her horse had scrambled over the mountain and down into Schuylkill Valley, the little girl forded the river. Then, crossing the Valley, at last reached her destination, the Mill.

Sometimes the settlers did not reside in the county permanently, but only spent part of the time here. This was the case with the Stephens family, among the first inhabitants of Dreherstown. There were three brothers, and came from Philadelphia. Having cleared their land, and built a barn, they farmed during the summer, returning to the city in winter. One evening when they were about to retire to rest in the barn, a whip-poor-will flew in through the door, fluttered around them, and then flew away. This threw the whole party into a panic, for they believed it to be a spirit sent to warn them of danger. They just had time to mount their horses and escape, when the Indians attacked the barn and burnt it.

Along the southern border of the county extended that beautiful range of forest-covered hills, the Blue Mountains. They were to Schuylkill what the Hartz were to Germany, a region of legend and romance. At the foot of these mountains was a farming district peopled by German Americans, a sturdy race of yeomen, hard workers, hard fighters, powerful singers and mighty eaters, full of quaint humor and old superstitions. This was the land of romance. Here the superstitions of the past still lingered, and, what is more, were believed. The people knew that magic did exist in this world. They saw visions, and were on terms of intimacy with spooks. Coming from Germany, where the shadows of the olden time still lingered, these people brought their beliefs with them. The early settlers were thoroughly imbued with the dreams of Shadowland.

Then there was another reason. In the depths of the Blue Mountains are buried two mighty books of magic, the sixth and seventh of Moses. They were brought from Germany in the early days, and came into the possession of certain persons, who thereby became great enchanters, to the benefit of themselves and great terror of the Indians. Now the magic volumes lie deep, in the heart of the

mountains; but they still cast a spell over that part of the country, like that of the renowned wizard sachem over Sleepy Hollow. In olden times the land was full of legends. And those persons who do not believe that the whole of existence is a mathematical deduction, but think with Hamlet, there are more things in earth and heaven than are dreamed of in our philosophy, will find much that is strange, but true, in our old superstitions. All they need is faith.

One of these marvelous occurrences was the startling experience of a man with a pugilistic ghost. One moonlight night a man was walking along the road from Second Mountain through Middle Valley, when he suddenly felt a cold blast strike him, and, looking down the road, saw a huge white mist rolling along towards him. This gradually assumed the shape of a man, and, before the frightened spectator could take to his heels, he received a crushing blow from the enraged ghost, which almost knocked him senseless, recovering just in time to see the phantom melt away and disappear.

Strange persons wandered into that part of the land, in olden times. Years ago there came to Pine Dale a young German, evidently one of the nobility and highly educated. He was a refugee, having been connected with a political assassination in Germany, was known as Leno, and supported himself by teaching school. After a time he told the people that he was always accompanied by a spirit, in the form of a small black dog. This animal never left him, night or day, and was constantly urging him to commit suicide. Finally he did hang himself. Then a grave question arose. He could not be buried on consecrated ground, and the farmers did not want him, very naturally not wishing the family circles to be disturbed by a spook residing amongst them, spooks having no respect for law and defying writs of ejectment. So at last several persons gave each a small piece of ground. This was fenced in, and there the grave was made, and the spook, not knowing exactly to whom he belonged, kept quiet.

In this beautiful country stands the Old Red Church, the Westminster Abbey of Schuylkill County. It is in the midst of green fields and wooded hills, a striking contrast to its early surroundings. Then it stood in a primeval

wilderness, the advance guard of religion and civilization. Now all around it is peace and prosperity, whilst in the quiet churchyard rest some who were the founders of this county; and not only of this county, but of this State; and not only of this State, but of this country. Their names are not on the scroll of history. Their lives were uneventful and sometimes hard. But they did their part, humble and unobtrusive though it was, in the founding of a great nation, or whose dominions the sun never sets and whose star is still on the ascent.

The town of Pottsville was founded about 1795 or '96. At that time two men, Lewis Reese and Isaac Thomas, erected a small furnace there. This was sold in 1806 to John Pott, after whom the town was named. He removed the old furnace and built a larger one. The first houses were constructed in what is still known as the Orchard. Then the town gradually extended in lines of straggling houses across Norwegian Creek, along what is now Centre Street. At first this street was a marsh, thickly grown with laurel bushes. Then some persons built up in the woods, along Sharp Mountain, making Mahantongo Street. Others erected dwellings at the foot of the mountain, where Market Street is now located. So the town was begun.

The mountains and, in fact, the whole country, was covered with dense forests, and people living at the corner of what is now Centre and Mauch Chunk Streets could hear the wolves howling in the thick woods on Sharp Mountain. Deer were also abundant. At first the town was completely isolated, the nearest postoffice being at Orwigsburg, eight miles distant.

The discovery of coal first brought the town into notice, and strangers from all parts of the country swarmed into the place, with and without money, to make their fortunes. With them came adventurers, to live on those who made their fortunes. It was a very primitive town. In 1830, the *Miners' Journal* says, with grim humor: "We really want a good, clean bakery of bread and crackers, and half a dozen huckster shops. We have no ice house and milkmen yet; both are much wanted; about a thimbleful of milk may be had for a cent, sometimes after

a real hunt through lanes and alleys, nor can it always be called waterproof."

There was one celebration, however, in those days that is now forgotten—the observance of St. Patrick's Day. At that time there were a great many Irish in the town, both Catholic and Protestant, and the natal day of the great promoter of the anti-serpent trust was celebrated by a free fight of gigantic proportions all over town. and lasting from morning until night. It reached a climax one day, by the Orangemen with evil intent and malice aforethought, hiring some musicians to march up and down Centre Street, playing the "Battle of the Boyne." Then there was a fight, the like of which was never seen before or since.

And the town had its defenders, mighty warriors, men of renown. At one time Pottsville was the headquarters of a full brigade of militia. At that time the State furnished only the arms, all other expenses being borne by the several companies. They had the brigade, regimental and company organization. But there uniformity ended. Each company had its own uniform, some of them presenting the most startling combinations of color. They were in the habit, also, of indulging in military eccentricities that would hardly be appreciated now. On one occasion there was a riot near Minersville, and the Yeager company captured a lot of rioters and confined them in an empty school house for the night. Then the warriors refreshed themselves copiously. Suddenly the enormity of the crime the prisoners were guilty of burst with meteoric splendor on the minds of the Yeagers, and the whole company was seized with the idea that it was their duty to inflict dire vengeance on the prisoners. Forming around the school, they poured volley after volley into the building. Fortunately the men of war were too far gone to know where their victims were, or to see which was the upper or the lower story of the house. So they blazed away at the upper part of the house, and as the captives were in the basement, no one was hurt.

After the War of 1812 there seems to have been a great increase of the organized militia all over the country. Now, Schuylkill County was not behind the rest, and from this period until the war with Mexico, had a large

force in proportion to the population. Of this corps, there were two celebrated companies, the Marion Rifles, Foot, and First Troop of Cavalry, Horse. The Marion Rifles, otherwise known as "The White Kid Gloves," were located in Pottsville. Their motto was, "Soldiers in Peace and Citizens in War." They were equipped as frontier riflemen, with rifle, powder horn and tomahawk, and their captain was small in stature, but mighty in spirit. This warrior was celebrated for his copious use of the English language, and when different members of the company gave orders to him, in a stage whisper, or a man rammed his tomahawk into the back of another, making him jump and yell, the captain gave vent to his feelings with unrivalled strenuousness and vigor. Unfortunately while the Marion Rifles were tranquilly pursuing their glorious and peaceful career, the Mexican War broke out, and a violent epidemic of various diseases also broke out in the company. They promptly disbanded, and were heard of no more. They folded their tents like the Arabs, and silently stole away.

The First Troop of Schuylkill County Cavalry was one of the most unique organizations in North America. Their equipments consisted of a helmet with long plume, epaulets as big as dinner plates, a sabre and sabertasch, horse pistols big as guns, and a look of calm ferocity. A parade of this troop was a sight indeed. Some rode with long stirrups and limbs straight out like bean poles; others with short stirrups and knees above the holster, giving the trooper a strong family resemblance to a rabbit. The helmets did not fit, and, worn at all points of the compass, looked very peculiar. The long plumes were in the habit of catching in the head straps of the horses, and suddenly jerking the helmet over the wearer's face, plunging him into outer darkness. The sabertasch was always flying around and striking the next horse. The horse would respond with a kick, only he kicked the wrong man, and in a moment the whole file was in confusion. The bugle corps of the troop consisted of one man. He was perched on a huge horse, celebrated for never doing what it was expected to do. This Bucephalus was in the habit, when the music began, of starting a spine dislocating trot, which caused the melody to be jerked out in spasmodic snorts

and gasps, giving it a very peculiar tone. After parade and drill the troop would dismiss, and the warriors became very peaceful citizens.

The old militia brigade is gone. It is a memory fast fading into the past. But those old companies were the origin of a magnificent corps of veterans, who have upheld the honor of our arms in every contest from the struggle with Mexico to the war in the Philippines, and have carried the banner of the silver stars in triumph to the gates of Peking. Some of the old militia sleep in the quiet churchyards on their own State soil, but many more fill heroes' and patriots' graves, and rest on the field of honor.

First Purchasers of Lots in Orwigsburg, Pa.*

From a Small Pass-Book Found Among the Papers of
Christopher Leshner, Esq., Deceased.

Names of the first purchasers of lots in Orwigsburg from Peter Orwig, of Brunswick Township, in the County of Berks, in the Commonwealth of Pennsylvania, Esq., and Hannah, his wife.

Also the numbers of the lots to which the said purchasers were entitled, together with the dates of their respective deeds:

No. 1795.

1.—27 April, to Philip Kremer, of the Borough of Reading, Esq. Not witnessed or acknowledged. 1 1-3 doll.

2.—23 April, to Philip Shats, of Windsor Township, merchant, and John Snell, of Reading, yeoman. 1 1-3 doll.

3.—25 April, to Philip Swarts, of Richmond Township, innkeeper. 1 1-3 doll.

4.—25 April, to Philip Klauser, of Bern Township, skin-dresser. 1 1-3 doll.

5.—25 April, to John Moyer, of Brunswick Township.

6.—

7.—22 April, to Henry Merts, of Brunswick Township, blacksmith. 1 1-3 doll.

8.—17 April, to Jacob Miller, of Bern Township, wheelwright. Acknowledged 25 April, 1795, at 1 1-3 of a silver dollar with the right of redemption by paying a sum which at six per cent. per annum would equal that sum.

9.—

- No. 1795.
- 10.—25 April, Christian Fahl, of Manheim Township, turner. 1 1-3 doll.
- 11.—23 April, to Barney Adam, of Cumru Township, yeoman. 1 1-3 doll.
- 12.—25 April, to Joseph Webb, of Manheim Township, backsmith. 1 1-3 doll.
- 13.—21 April, John Haller, machinist, of Brunswig Township. 1 1-3 doll.
- 14.—17 April, Jacob Boyer, of Manheim Township, yeoman. 1 1-3 doll.
- 15.—24 April, George Reber, Brunswig Township, millwright. 1 1-3 doll.
- 16.—25 April, Michael Croll, Greenwich Township, tanner. 1 1-3 doll.
- 17.—25 April, Michael Croll, ut supra. 1 doll.
- 18.—23 April, Jacob Bushey, Brunswig, yeoman, 1 doll.
- 19.—27 April, 1794, Samuel Orwig, Brunswig, bachelor. 1 doll.
- 20.—26 April, Adam Fried, Manheim Township, blacksmith. 1 doll.
- 21.—22 April, Henry Fisher, Bern Township, yeoman. 1 doll.
- 22.—27 April, Christian Troxel, Windsor, tanner. 1 doll.
- 23.—
- 24.—2 October, Joseph Hoch, Oley Township, yeoman. 1 doll. Not acknowledged.
- 25.—23 April, Reuben Kinnear, Windsor, innkeeper. 1 doll.
- 26.—24 April, Jacob Whetstone, Brunswig, blacksmith. 1 doll.
- 27.—24 April, Nicholas Schmehl, Manheim Township, carpenter. 1 doll.
- 28.—21 April, Charles Hamilton, of Windsor Township, merchant. 1 doll.
- 29.—25 April, Jacob Burd, Manheim Township, yeoman. 1 doll.
- 30.—21 April, John Billman, Brunswig, blacksmith. 1 doll.

No. 1795.

31.—23 April, George Kimmel, Brunswig Township, wheelwright. 1 doll.

32.—7 April, Jacob Stahl, Reading, innkeeper. 1 doll.

33.—18 April, David Kauffman, Bern, yeoman. 1 doll.

34.—22 April, Henry Sassaman, Brunswig, yeoman. 1 doll.

35.—8 April, Jacob Bower, Esq., Reading. 1 doll.

36.—9 April, Daniel Clymer, Esq., Reading. 1 doll.

37.—25 April, John Burgur, Manheim, bachelor. 1 doll.

38.—22 April, Samuel Orwig, bachelor, Brunswig. 1 doll.

39.—

40.—25 April, Mary Webb, widow, Brunswig. 1 doll.

41.—21 April, John Hammer, tailor, Brunswig. 1 doll.

42.—22 April, Joseph Hiester, Esq, Reading. 1 doll.

43.—20 April, Abraham Herbein, Bern, yeoman. 1 doll.

44.—24 April, Ulrich Heiser, Brunswig. 1 doll.

45.—7 April, Martin Rothermel, Alsace, miller. 1 doll.

46.—17 April, Henry Naffzinger, Bern, blacksmith. 1 doll.

47.—24 April, Henry Orwig, Brunswig, innkeeper. 1 doll.

48.—22 April, Jacob Stahl, Brunswig, yeoman. 1 doll.

49.—31 October, 1797, Bernhard Adam, Junior, Cumru, five per cent., not signed or acknowledged.

50.—7 April, Michael Miller, Reading, single man. 1 doll.

51.—25 April, John Staudt, Brunswig, yeoman. 1 doll.

52.—22 April, Henry Orwig, Brunswig, innkeeper. Five per cent.

53.—25 April, Peter Newswender, Manheim, yeoman, Five per cent.

No. 1795.

54.—20 April, Abraham Shats, Windsor, bachelor.
1 doll.

55.—27 April, John Orwig, son of Peter. Brunswig.
1 doll. Signed but no witnesses or acknowledgment.

56.—25 April, Elizabeth Orwig, wife of Henry Orwig, innkeeper. Five per cent.

57.—27 April, John Kantner, Reading, yeoman. Five per cent. Signed, but no witness or acknowledgment.

58.—21 April, Michael Blatner, Manheim, yeoman.
1 doll.

59.—25 April, Isaac Wheeler, Brunswig, millwright.
1 doll.

60.—27 April, Valentine Waggoner, Windsor, yeoman. Five per cent. Signed, but no witnesses or acknowledgment.

61.—23 April, Henry and Casper Thiel, Windsor, merchant. Five per cent.

62.—25 April, Christian Burkey, Bernharte, carpenter. 1 doll.

63.—23 April, John Snell, Reading, yeoman. 1 doll.

64.—21 April, George Eisenhuth, Brunswick, blacksmith. Five per cent.

65.—17 April, Jacob Kelchner, Windsor, hatter. Five per cent.

66.—9 April, Joseph Hoch, Oley, yeoman. 1 dol.

67.—20 April, Matthias Treh, Brunswig, yeoman.
1 doll.

68.—20 April, Philip Shats, Windsor, bachelor. Five per cent.

69.—21 April, Peter Engle, Brunswig, blacksmith. Five per cent.

70.—20 April, John Shomo, Windsor, innkeeper; Christian Traxler, Windsor, tanner. 1 doll.

71.—20 April, To same as No. 70.

72.—22 April, Bernhard Eisenhuth, Brunswig, yeoman. Five per cent.

73.—9 April, Joseph Hoch, Oley, yeoman. Five per cent.

74.—20 April, Christian Albrecht, Bern, yeoman. 1 doll.

No. 1795.

75.—19 August, 1706, Godfrey Bobst. Not signed.

76.—27 April, Daniel Rieser, Windsor, yeoman. Five per cent.

77.—9 April, Joseph Hoch, Oley, yeoman. Five per cent.

78.—7 April, John Marshall, Jun., Bern, yeoman. 1 doll.

80.—23 April, Yost Althouse, Bern, yeoman. Five per cent.

81.—22 April, John Klinger, Windsor, yeoman. Five per cent.

82.—20 April, Jacob Glat, Bern, yeoman. 1 doll.

83.—23 April, Jacob Stahl, Brunswig, yeoman. 1 doll.

84.—23 April, Jacob Bushey, Brunswig, yeoman. Five per cent.

85.—23 April, Bartholomew Bushier, Phila., starch-maker. 1 doll.

86.—22 April, George Scheffer, Windsor, tanner. 1 doll.

87.—27 April, Rebecca Shats, Windsor, spinster. 1 doll.

88.—

89.—

90.—27 April, Jacob Glat, Bern, yeoman. 1 doll.

91.—

92.—22 April, Daniel Keyser, Windsor, slaughterer. Five per cent.

93.—24 April, Obadiah Webb, Manheim, carpenter. Five per cent.

94.—24 April, Samuel Wheeler, son of William Wheeler, Esq., Windsor, 1 doll. Signed, no witness or ack.

95.—22 April, Anthony Dillman, Jun., Brunswick, yeoman. 1 doll.

96.—23 April, George Herring, Brunswick, yeoman. Five per cent.

97.—20 April, Catharine Shats, Windsor, spinster. 1 doll. Signed, but no witness or ack.

98.—21 April, Joseph Shomo, son of John Shomo, Windsor, innkeeper. 1 doll.

No. 1795.

- 99.—17 April, Stephen Leining, Bern, yeoman.
Five per cent.
- 100.—22 April, Jacob Bushey, Brunswick, yeoman.
Five per cent.
- 101.—23 April, Catharine Sigfried, Maxatawny. 1 doll.
- 102.—22 April, Jacob Stahl, Brunswick, yeoman. 1 doll.
- 103.—18 April, Christian Kauffman, Bern, yeoman.
Five per cent.
- 104.—17 April, William Lewis, Esq., Robeson. Five
per cent.
- 105.—7 April, Valentine Straub, Cumru, millwright.
1 doll.
- 106.—24 April, Sarah Webb, Manheim, spinster. 1
doll.
- 107.—25 April, Obadiah Webb, Manheim, carpenter.
Five per cent.
- 108.—27 April, Henry Orwig, Brunswick, bachelor.
Five per cent. Signed, but no witness or acknowledgment.
- 109.—23 April, Sarah Bonsall, Brunswick, widow. 1 doll.
- 110.—7 April, Conrad Feger, Reading, yeoman. 1 doll.
- 111.—7 April, William Zoll (?), Reading, innkeeper.
Five per cent.
- 112.—18 April, Andrew Gilbert, Brunswick, yeoman.
Five per cent.
- 113.—27 April, Peter Gilbert, Brunswick, yeoman.. 1
doll. Signed, but no witness or acknowledgment.
- 114.—23 April, Benjamin Spyker, Reading, scrivener.
1 doll.
- 115.—25 April, Michael Croll, Greenwich, tanner.
1 doll.
- 116.—23 April, Jacob Stahl, Brunswick, yeoman. Five
per cent.
- 117.—20 April, Daniel Herbein, Bern, yeoman. 1 doll.
- 118.—27 April, William Wheeler, son of William
Wheeler, Esq., Windsor. 1 doll. Signed, but no wit. or
ack.
- 119.—22 April, Paul Brickley, Manheim, turner. Five
per cent.
- 120.—8 April, Michael Wood, Reading, innkeeper.
Five per cent.

No. 1795.

121.—27 April, George Wheeler, son of William, Windsor. Signed, but no wit. or ack.

122.—25 April, Francis Umbehacker, Bern, innkeeper. Five per cent.

123.—22 April, Frederick Herring, Millerstown, Northampton County. Five per cent.

124.—20 April, John Shomo, innkeeper; Christian Traxler, tanner, Windsor. Five per cent.

125.—

126.—20 April, same as No. 124.

127.—21 April, John Engel Starr, Manheim, mason. Five per cent.

128.—23 April, Henry and Casper Thiel, Windsor, merchants. Five per cent.

129.—22 April, Lewis Herring, Brunswick, innkeeper. Five per cent.

130.—25 April, Jacob Kehly, Brunswick, yeoman. Five per cent.

131.—20 April, John Miller, Bern, yeoman. Five per cent.

132.—

133.—

134.—24 April, George Orwig, Brunswick, yeoman. Five per cent.

135.—21 April, John Shomo, Jun., Windsor, yeoman, and son of John Shomo, innkeeper. Five per cent.

136.—20 April, Jacob Stahl, Brunswick, yeoman. Five per cent.

137.—18 April, Michael Hincke, Bern, miller. Five per cent.

138.—

139.—17 April, Peter Frailey, Reading. Five per cent.

140.—21 April, David Gundy, Bern, miller. Five per cent.

141.—21 April, Michael Waggoner, Manheim, yeoman. Five per cent.

142.—17 April, Jacob Christ, Reading, innkeeper. Five per cent.

143.—20 April, Jacob Glat, Bern, yeoman. Five per cent.

No. 1795.

144.—24 April, John Dornbach, Brunswig, yeoman.
Five per cent.

145.—9 April, Hannah Shanor, or Shomo (?), Reading, seamstress. Five per cent.

146.—29 April, Barbara Miller, Bern, widow. Five per cent. Signed, but no witnesses or acknowledgment.

147.—

148.—27 April, Henry Wheeler, son of William, Windsor, Esq. Signed, but not witnessed or acknowledged.

*It will be noticed that nearly all of the lots were sold subject to ground rent. In most instances this has since been redeemed, but on some of the lots the rent is still regularly paid each year.

Reminiscences of Pinegrove, Pa.

Written by Mr. JOHN HOCH, and read before the Historical Society, December 30, 1903.

My parents moved from Lebanon county near Lebanon, to Pine Grove, on the first day of April, 1830, when I was not quite eight years old. The town at that time was very small, containing all told thirty-one houses scattered along Tulpehocken street, the main thoroughfare from Reading to Sunbury. This included one grist mill situated near the Swatara creek, then owned by Peter Eckert, of Womelsdorf, now known as Fegley's mill, where during the years from 1830 to 1833 the farmers from Pine, Lyken's and Clark's Valleys brought their grain to have it ground, and the mill running by day and night, the farmers waited until their grain was converted into flour so they could take it along home with them.

There were three hotels, viz: The Filbert House, Barr's, now the Eagle, and the Conrad, now Shuger's, and two stores, William Graeff's, on the site now occupied by John P. Martin, and Paul Barr on the site now occupied by George Gensemer's dwelling. During the same year (1830) three more stores were opened, one by Caleb Wheeler in the dwelling now occupied by Thomas Leffler; Hoch and Strimpfler, in the building now occupied by Mrs. Wigton; and Simon Ullman, in the building lately occupied by Miller and Miller.

There was no school house in the place. During the early summer, a blacksmith shop situated in the northern part of the town (now a dwelling occupied by Mrs. Beecher), was converted into a school-room, and used during the summer by Miss Sarah Ennis from Reading, who taught a school which the writer attended.

The original name of the town was "Barrstown," which was changed to Pine Grove in 1829. The name was given the town being it was surrounded by so many beautiful groves of pine. There was but one church in town then, situated in the southern end on the main or Tulpehocken St. It was built in 1817 by the German Reformed and Lutherans. During the year 1803 twenty-eight dwellings were erected and the town was booming.

UNION CANAL COMPANY.

In the same year the Union Canal Company commenced building its branch from the main line at Lebanon to this place, and completed it in 1832. Then a small quantity of coal was shipped on boats having a capacity of from 28 to 30 tons. This coal had been hauled down from the mines in wagons during the summer and winter of 1831 and 1832 and stacked, until its completion, on the banks of the proposed canal. During the year 1832 the Union Canal Company built a railroad from the canal basin to what is called the Junction, a distance of a little over three miles. The road was built of wooden rails, with strap iron $2\frac{1}{2}$ by $\frac{3}{4}$ inches on top of the rails. From the Junction the Lorberry Creek R. R. Co. built a railroad of the same kind to the Lorberry mines.

The persons first engaged in mining and transporting coal were Caleb Wheeler, Jas. C. Oliver and John Stees, who operated the Mammoth vein at the head of the Lorberry creek, which had been opened in 1828 by Dr. G. N. Eckert. The coal was brought from the mines in cars carrying from $2\frac{1}{2}$ and $2\frac{3}{4}$ tons, and it took one horse, or mule, to haul an empty car from the junction to the mines, as there was a plane on the Lorberry road of 480 feet to the mile. Coal was first discovered in the western end of Schuylkill County on the Broad Mountain between the Lorberry and Rausch Creeks by Stephen Leininger, of Rehrersburg, Berks County.

In the year 1831 a school house was built in Pinegrove on the small hill west of Tulpehocken Street on what is now known as Mill Street, by William Graeff, Peter Filbert, William Hoch and Samuel Hain, and was used for private or pay school until the public school system was

adopted, either in 1834 or 1835. It was then used as a public school house until the completion of the present commodious school building, which was erected in 1857. The following are the names of the teachers in the building first named: Edward Ashmead, Mr. Glass (an Irishman), in 1832; Mr. Lynch, from Lebanon, in 1833; Mr. Brown, in 1834 and '35. As to amount paid per quarter for tuition, I cannot say. The borough of Pinegrove was chartered in 1832, and the town laid out by H. W. Conrad, a surveyor.

FIRST CHARCOAL FURNACE.

In 1830 Eckert and Guilford erected the Swatara Charcoal Furnace at what is now called Ellwood, and this furnace continued in operation until 1856. There was also a small charcoal furnace, the Stanhope, two miles east of Pinegrove, in operation in 1830, owned by the Raudenbushs, afterwards by Brown and J. R. and S. Breitenbach, who changed it to an anthracite furnace. The ore used by both these furnaces was brought from Lebanon and Marietta in boats.

In 1840 the Swatara R. R. from the junction to Tremont and Donaldson was built and laid with T rails. Tremont was laid out the same year by Miller, Follweiler and Hipple, and Donaldson by Judge Donaldson, and large coal operations were opened. The Union Canal Company relaid its road with T rails, on the completion of the Swatara Railroad. During the years from 1832 to 1851 the production of anthracite coal had increased wonderfully, and the Union Canal Company was compelled to enlarge its canal, which was done in 1851, for boats carrying from 60 to 65 tons. The same year the Canal Company built on the little Swatara Creek, above Berger's mill, a reservoir covering over 700 acres of land. This was built to store water for supplying the branch canal.

In 1852 the Schuylkill and Susquehanna Railroad Company extended its railroad from Rausch Gap to Auburn, connecting there with the Reading Railroad, and thus giving Pinegrove an additional outlet for the shipment of coal. On the night of June 2d, 1862, during a great freshet, the dam above Berger's mill broke, the water destroying everything in its path—mills, bridges, the

canal and big dam, and the canal below to Middletown. The canal was never rebuilt, the freshet having bankrupted the Canal Company.

The writer has seen the town grow from 1830 to the present year (1903), and today it is one of the most beautiful towns in the State. Its main street is now being paved with brick, and not corduroyed as it was in 1830. Some of the old land-marks are still here, but the majority of them are gone. In the earlier days of the town we had some original characters, but as some of their descendants are living, I shall not give names.

What would our present miners' organizations say had they to work for wages that were paid in 1842? Caleb Wheeler drove a tunnel and the best English rock men received 70 cents per day, laborers 50 cents a day. There were no eight, nine or ten hour systems, either, but men worked 12 hours for a day.

RED EYE THREE CENTS A DRINK.

In the years from 1830 to 1846 we had what were called military training days, followed a few weeks afterward, generally in the month of May, by militia battalions. These battalion drills brought great crowds into town, and before the day was over many of the militia, together with some of the captains, were not in a condition to do much drilling, having imbibed too much of the "good old rye" at three cents a drink. In every tavern dancing was going on in the afternoons and evenings of battalion days; these occasions brought out many of the country boys and girls dressed in their best, which at this day would appear very odd. They, however, did not have so much finery and fancy dresses as they have now.

I recall seeing one Revolutionary soldier, John Dollinger, of Swope's Valley, who was then an old man. Each year Dr. Eckert or Caleb Wheeler would fetch the old soldier in a carriage to Pinegrove to enjoy the Fourth of July celebration, and he would join heartily in the spirit of the day. On several of these occasions he related how he, Dollinger, went to war when only a young man and that during the winter which he spent with the army at Valley Forge, his mother knit him two pairs of heavy

woolen stockings, which, with a few other little things, she herself carried to him in camp.

The foregoing recollections of Pinegrove and vicinity were written by the late John Hoch and handed to the Secretary of the Society by the writer a few days before his death in October, 1903. They are incomplete, death intervening before the story was finished; but they contain valuable historical data for future reference.

Mr. Hoch was eighty years of age, and had spent the greater part of his life in Pinegrove. At the time of his death he was a director and vice-president of the Pennsylvania National Bank, of Pottsville, of which place he was also for some years a resident. He was a most genial and intelligent man, and had a large fund of reminiscences and anecdotes at his command.

John Dollinger, referred to above, was born in the year 1758, in Oley Township, Berks County. He served two years in the Revolution and resided in Swope's Valley, where he died, November 21, 1843, at the age of 85. He is buried in St. Peter's Lutheran and Reformed cemetery at Pinegrove. His wife was Veronica Ditzler. They had three daughters, Catharine, wife of Henry Gemple; Polly, wife of Henry Buechler, and Elizabeth, wife of Jacob Lehman.

The Early Settlement of Minersville and History of its Schools.

Read Before The Historical Society, April 27th, 1904, By
Prof. H. H. SPAYD.

The early settlers of this country, in nearly all sections, had probably higher aims, higher ideals, especially in regard to education, than the people of to-day who are so thoroughly imbued with commercialism. Commerce, business, or trade, whatever you may call it, has proclaimed with the utmost frankness that "business is business," and that its votaries are not in it "for their health," but for profit, for the almighty dollar. That the early settlers had such high ideals may have been due to the fact that the majority of them came to this country for conscience' sake, not to make money, to become rich, but to worship God in their own way. These people had faith in education. We, too, have faith in education, but our faith in education as a social force and as a function of society, as well as a means of developing and elevating the individual, is an inheritance from those who came to this country as the founders of a new nation, and along new lines—especially along the line of separation of church and State, and hence also of school and State. Possibly for this reason some of the early settlers opposed the public schools.

We are so wont to think of the Puritans of New England as pre-eminently the leaders not only in instituting educational establishments, but of all other good and noble things, that we forget that other people who came to other sections of this country had just as high aims, and possibly were less bigoted and less superstitious and far more tolerant both in religion and politics. By way of digression I may remark that many wrong impressions have taken firm hold of the people through the fact that all the early school histories of the United States were written by

New Englanders, or by those who had been educated in the Eastern States, and hence that section was given undue prominence. No one can fail to see how much more painstaking the people of Boston are in regard to the history and preservation of all that pertains to their early educational work than the people of Philadelphia. The early settlers of Pennsylvania had faith in education, and to my mind just as abiding and perhaps a more philanthropic faith, if I may use the expression, than the people of New England. In New England, education was directed towards a supply of ministers of the Gospel, hence the grammar school (Latin), in which pupils could prepare for the university. This, of course, was rather narrow—not intended for everybody.

In Pennsylvania the church and the school frequently stood side by side, but the little red school house was not intended to train a few choice spirits for the ministry, but to give all an opportunity to acquire the rudiments of an education. Possibly one of the objects of the early schools that stood beside the churches, especially in the parts settled by the Germans, was to teach the children to read that they might study the catechism in order to be confirmed and thus enter into full membership in the church. This, to my mind, was more generous than the training of a few to enter the ministry. Of course, the outcome of this kind of training was not conducive to eloquence in the pulpit, but it often made sturdy men and women for the pew and for the fireside, men whose word was as good as their bond. Many Pennsylvania Germans found their way into Minersville at different periods of its history, and although we find no direct evidence that they opposed the introduction of the public schools, we have rather a negative evidence that they were not aggressive in establishing them from the fact that, judging from the name, very few of this class were School Directors in the early days of the public schools in this town.

This naturally raises the question why the so-called Pennsylvania Germans were disinclined to these schools. This is putting it very mildly, for in many sections they were intensely hostile to the free school system. I hinted at the reason for this hostility above, and wish to make this further remark. These people had in many cases

been persecuted in Europe—had been compelled to pay tribute towards churches and schools in which they had no faith, in fact, that taught many things that were to them an abomination. They had fled the old country to escape this tyranny, and hence they could not understand why they should place themselves again under the old bondage of State schools, even if they were under the control of their own people. But they were always ready to support some school. A State school was abhorrent to them. "Once bitten, twice shy." When they once understood, the public schools had no more loyal supporters than this class of people. The names of the directors of Minersville later on would indicate that the majority were of this class of people. For years, four out of the six directors could understand and speak the German language.

I found it rather difficult to begin this introduction, but after I started it grew on me and became rather generally suited for the State or County better than for a small school district, and yet it may be justified because this is a kind of forerunner—at least supposed to be—of other papers on individual school districts.

FIRST SETTLER OF MINERSVILLE.

Coming now to the specific object under consideration, we note that Thomas Reed was probably the first settler of what is now Minersville. He erected a saw mill, in 1793, on the West Branch of the Schuylkill very near the mouth of Wolf Creek, at the east end of Sunbury Street. Soon after this he erected a log house nearby for his residence. He next erected a tavern on the south side of Sunbury Street, near where St. Vincent de Paul's R. C. church now stands. This hotel was known as the "Half Way House," being somewhere near midway between Reading and Sunbury. The tavern preceded the school house, there being greater necessity for it, because travelers passed this way and had to be sheltered, and it is doubtful whether there were any children here to be educated. It was a tavern, and not a saloon. It had accommodations for man and beast.

The town increased rapidly in population when we take into consideration that the valleys and slopes on which the town stands were thickly covered with giant

trees, two, three and four feet in diameter. From this it will be seen that the principal business must have been lumbering. A number of saw mills prepared the lumber, and it was floated in the form of rafts down the West Branch to Schuylkill Haven. By the time the forests were partially cleared away coal was discovered and the people turned their attention from wood to coal. About this time the Welsh and Irish miners must have commenced to settle here and the early comers became the merchants, and the trades people—possibly also the mechanics—carpenters, masons, blacksmiths, etc.

THE TOWN LAID OUT, 1830.

In 1830 a town was laid out and called Minersville from the fact that there were so many mines around it. In 1828 or 1829 there were six houses here, but by the end of 1830 there were 49 houses and an estimated population of 500. In 1831 the town was incorporated into a Borough, but we are told it remained, for school purposes, for some years after that, a part of Cass Township and of Branch Township. At this time there were probably private schools, but all the information is so hazy that it would not pay to record it as history. The first public school was opened in 1837 and was taught by Chester Stratton, and soon after this his sister Eunice became a teacher in the borough. These schools were held in a frame building that stood on South Street near the corner of Third Street, not far from Grand Army Hall. In 1839 a stone building of four rooms was erected on Twin Street, and in 1842 the frame building was sold to the English Baptist church. From this time on the school population must have increased rapidly, for we find that schools were opened in the basements of the Welsh Baptist and the Welsh Congregational churches, and in those days schools were not opened unless there was an actual necessity and an actual necessity meant that every seat was occupied, and every inch of the teacher's platform, and often the window sills, were utilized as seats for the pupils. The average attendance was frequently a hundred pupils, and the enrollment 150 to 200. I find that one school had an enrollment of 213 pupils.

CROWDED SCHOOL ROOMS.

It is related of one teacher, Miss Maggie P. Sorber, who taught in the old stone school house, that she was so overwhelmed by the pupils crowded in on her that she made up her mind to teach the School Board an object lesson. After filling every seat she arranged as many pupils as possible carefully on the platform, and the rest she placed on the ample window sills and some on boxes and then dispatched messengers to the different members of the board bidding them come at once to her room. The directors, not knowing what was wrong, but imagining that there must be something very serious, because of the urgency of the message, came in haste and looked around the room and saw everything peaceful. Then they inquired of her the urgency of the message and what was wrong. She told them there was nothing wrong, she simply wanted the directors to pay her school a visit. The directors took the hint and left in about as much haste as they had come. Tradition does not say whether they profited by the object lesson or not; but it is more than likely that they did, for in 1856 they erected a large three story, six roomed brick building on South Third Street on a piece of ground so small that the part usually given to a sidewalk is utilized as a part of the yard. The old idea that any piece of ground is good enough for a school house was fully shown in the selection of this site.

With all these additional rooms, the school facilities were still inadequate, especially during the cold winter months, when the mines were idle—especially the breakers and hence the slatepickers. It is well known that until rather recent years the mines were not worked very extensively during the cold winter months. For the accommodation of these boys, the board organized an ungraded school, which was popularly called "the breaker school." This school was in existence from 1857 to 1881, when the night school took its place. Into this ungraded school only boys were admitted, and when the night school was organized girls were also excluded, for it was looked upon as a kind of continuation of the breaker school. There was really no necessity for the admission of girls, for in those days there was no employment for girls, hence they could go to the day schools. The conditions are now

changed, and there should be as many girls as boys in the night school.

ANOTHER NEW BUILDING.

In 1868 another three story brick school house of six rooms was erected on Second Street. Immediately on its completion four of these rooms were occupied, and by 1880 all the rooms were filled. In the meantime the old stone building was abandoned as being unfit for occupancy. The next building was erected in 1894, and is known as the High School building. It is centrally located on South Fourth Street, a short distance from Sunbury Street. This building contains two school rooms on the first floor, besides an office for the principal of schools. This room is also used by the directors for their monthly meetings. The second floor is devoted to the use of the High School, there being a large assembly room, two recitation rooms and a book room. The High School room was originally intended for 60 pupils, but the school increased until there were 91 pupils in the room. In order to increase the general school facilities of the town, one of the large rooms in the Third Street building was partitioned off into two rooms, but with all this increase of rooms the accommodations are proving to be inadequate to conduct the schools with a proper regard for the advanced idea of modern schools.

The idea being that 30 or 40 pupils are enough for any teacher in any grade, the board is now ready to receive proposals for the purpose of building an addition to High School—or rather to complete the building as originally planned. This addition is to contain three school rooms on the first floor, and a room for the High School capable of seating 120 pupils, and by the use of sliding partitions 200, on the second floor. The people voted \$16,000 for the erection and completion of this building. The necessity of appealing to the voters indicates that the district is already in debt to the full limit of the law.

THE NUMBER OF PUPILS.

The earliest record I find as to the number of pupils, dates back to 1843 and 1844. During this year there were 119 pupils enrolled. The length of term is unknown. The

public schools and the pay schools always covered 10 or 11 months, and no one seems to know or remember when one ended and the other began. In 1844 the enrollment reached 277. The number of pupils increased steadily until the school year 1864-1865 shows an enrollment of 1,141. In recent years the highest number reached was 1,002. From about 1852 or 1853 the records are complete and easily accessible, hence not necessary to be enumerated here. Many of the pupils that passed through the schools held, and are holding, honorable and lucrative positions in the learned professions and in the commercial world.

TEACHERS.

In regard to the teachers, this remarkable fact comes to light from an examination of the records, viz: That no teacher was ever discharged or failed of re-election after he had once become a member of the corps unless he was totally incapacitated. Among the earliest teachers we find the following: Chester Stratton and his sister Eunice, Benjamin Christ (known as Colonel Christ, of the 50th Pa. Regt. of Vol), Miss Elizabeth A. Christ (known in our day as Aunt Lizzie). She told me that her pay was \$15 a month in "shinplasters." These were, of course, always of doubtful value. Then followed Misses E. W. Tomlins, Mary Stratton, Rachel Morris, Messrs. Arthur Connelly, Herman Hall, Jonathan J. Dickerson, Eber Dickerson, Amos Y. Thomas, — Butler and Levi King, a noted sailor who had been around the world. He became somewhat inattentive to his studies and finally he could no longer hold his position in the day schools, but presided over the ungraded school until he became totally disqualified.

Besides the teachers already mentioned we find the following names: A. J. Garrison, Richard Humphries, C. C. Carpenter, Thomas P. Davis, James G. Cleveland, George W. Channell, D. W. Sigafos, Matilda Schenck, Ruth A. Smith, Ann Williams, Sallie Humphries, Sarah Davis, Mary Lloyd, Martha Jones, Sallie Sixsmith, Christie Snyder, Sallie Bowen, Lizzie Beach, Ettie Prevost, Emma C. Hoffman, Juliet Robins, Lottie Trout, Minnie Aspril, Jennie Dier, Susie Sterner, Sarah J. Hoch, Eliza

A. Sutton, Kate E. Auld, Essie Dier, Mary Dando, Mary J. McDonald, Hattie M. Telford, Mary E. Roehrig, Annie E. Roberts, Christie Brixius, Mary Jones, Mollie K. Dando, Kate Moore, Lizzie E. Williams, Mollie Kear, Mame Parry.

The present teachers are: H. H. Spayd, William Krichbaum, Sada C. Tovey, D. H. Christ, Kate S. Richards, Alice Robins, George Clauser, Sallie Price, Maria Brennan, Carrie Kramer, Maggie B. Jones, Florence Beatty, Estelle Williams, Anna C. Parnell, Jessie M. Jenkins, Sarah Holley, Bessie Clemens, Antoinette Jones, May C. Kelly.

THE PRINCIPALS OF THE SCHOOLS.

Up to 1853 the schools were ungraded and consequently there was no supervising principal. In this year Mr. Jonathan K. Krewson, from Bucks County, became principal and graded the schools. In 1854, on the passage of the law creating the office of County Superintendent, Mr. Krewson was elected to that office at a salary of \$1,000. Mr. Krewson was succeeded by J. W. Danenhower, M. D., from Hilltown, Montgomery County. He died in June, 1882, and was succeeded by the present incumbent, H. H. Spayd, who had been teacher of the grammar for twelve years. The number of teachers at this time was nine, and now is 19.

THE DIRECTORS.

Like the teachers, the directors are not changed very often, and the officers are almost as permanent as the teachers. The names of the Presidents during the last 50 years follow: Anthony S. McKee, Benjamin C. Christ, George Spencer, Louis C. Dougherty, Jacob S. Lawrence, John Sterner, Joseph C. Gartley, Solomon A. Philips, present incumbent.

The other members of the board since 1850 were as follows: Joseph Bowen, Thomas Jones, Chester Stratton, John H. Detwiler, Frederick Roehrig, Joseph H. Richards, Jacob Maurer, John D. Jones, John Mohan, Jacob Osman, Englehardt Hummel, William Lloyd, James Evans, Richard Evans, Dr. Theodore H. Helwig, Frank C. Lawrence, Henry Hammer, Albert Roehrig, Mark

Hodges, Stephen Jones, M. D. Jones, P. M. Dunn, Shadrach Batten, Frank Hummel, Dr. William T. Beach, John R. Jones, Dr. U. B. Howell, John Shellenberger, Abraham Trout. The members of the present board are S. A. Philips, David A. Jones, Esq., Dr. B. C. Guldin, M. J. McGurl, John Toole, Isaac Lewis, C. G. Clappier and Charles Yanz. There are four wards and eight directors.

GRADES.

The earliest records accessible show the schools to have been graded as follows: Primary Schools, two years' course; Secondary Schools, two years' course; Grammar School No. 1, two years' course, and Grammar School No. 2, two years' course, thus taking eight years to reach the High School. There were three Primary Schools, two Secondary, two grammar and the High School. In 1868 an additional Secondary School was opened. In 1877 the name Secondary was changed to Grammar School, thus making three Grammar Schools of three different grades. The schools were re-graded in 1884 by the present principal, making two Sub-Grammar Schools and one Grammar. In September, 1885, an additional Secondary School was organized. In 1890 another change was made in the grading by the insertion of a school between the Sub-Grammar Schools and the Grammar School, thus making nine years the time to reach the High School, because the pupils entered the High School at too early an age. In September, 1897, this additional grade was dropped and three Grammar Schools were organized, and the time to reach the High School was again made eight years because the pupils were too old when they got to the High School. They could not remain to take a course. In 1900 one of the Grammar Schools was abolished, and a third Sub-Grammar School was opened. There are to-day six Primary Schools, four Secondary Schools, three Sub-Grammar Schools and two Grammar Schools. The time in each grade is nominally two years, making pupils 14 years of age on entering the High School. Last year the average age was $13\frac{1}{2}$ years, and those who graduated the same year were $17\frac{1}{2}$ years of age. Those who entered last September have to remain four years in the High School.

LITHUANIANS, HUNGARIANS, ITALIANS.

Whether the incoming of these foreigners is the cause of the decline of the number of pupils as compared with the population, or whether it is due to the erection of factories, and the great demand for child labor, is a question I am not able to answer, but I suspect that these two things combined have removed from our schools scores of pupils during the last 10 years with very imperfect training for life's duties. Not very many children of these nationalities remain in school beyond the age of 13 and a number left at 10, 11 and 12 years of age and swore that they were 13, and they had made a mistake in giving the age in school. Nearly half our population consists of these people. They came not for conscience sake—they came for money, and they are getting it. All that can work must work and earn. Night School is not patronized by these people, even where it would not cost them a cent of money. But this is not an educational meeting—I had almost forgotten.

PRIVATE OR PAY SCHOOLS.

About the year 1840 a Mrs. Rodgers started a private school, which was in existence for a number of years. Besides the common branches, she also taught sewing, knitting and various kinds of fancy work—a kind of an industrial school. A lawyer by the name of Lyman taught a private school of a higher grade, corresponding somewhat to a grammar grade. This school was held in a house on Front Street, where the residence of Mr. D. H. Christ now stands. Mrs. Johnson and her daughter had the use of a part of the old Methodist Episcopal church for a private school. Miss Mary Reifsnyder taught a pay school on South Street, between Front and Second. The most prominent and the one that was longest in existence was the private school taught by Miss Susan Kissinger. Many of our most prominent people attended her school, and had their first instruction at her hands. She opened her school on Front Street just about 50 years ago, and taught in various parts of the town for a period of nearly 25 years. Miss Beulah Clemens and Miss Rachel Webb, now Mrs. Price; Miss Franklin, now Mrs. Redfern, also taught private schools.

Among the private teachers should be named Mrs. Pinch, who taught a Primary School in what is now the Lawrence building, corner of Second and Carbon Streets. Miss Christiana Bacon, now Mrs. Ezra Cockell, of Llewellyn, and a Mr. Wertz, who seems to have been more ambitious than some of the others who attempted private schools in Minersville. It is said that he announced his school as the Minersville Academy. Some of those who came to this school were sadly disappointed. The school did not measure up to their expectations as inferred from the announcements made by the teacher.

Mr. Herman Bokum, an educated German, taught for a while in the public schools, and afterwards opened a private school. He taught some of the higher branches, and was an author of a book of dialogues—original and selected. When the civil war broke out he found himself in the South—a Yankee school master—and had to flee in haste north of Mason and Dixon's line.

KINDERGARTENS.

At a later period several attempts were made to introduce schools of this kind, but they were short-lived. Miss Mattie Russel, (Mrs. Albert Roehrig), Miss Rosalin Parry and Miss Powell were among the teachers of this class.

THE PAROCHIAL SCHOOL.

St. Mary's Parochial School in connection with the German Catholic church is in a flourishing condition, having during the present year more than 120 pupils on its rolls. A few of these come from the surrounding townships, but the great majority are from the borough.

Frequently there were schools in some of the churches, especially in the German churches, for the purpose of teaching the German language, but these are gradually passing away because the churches are becoming English and hence the necessity for these German classes no longer exists.

FREEDOM FROM POLITICS.

The Minersville schools are as free from the influence of politics and religion as they can possibly be. So far as the writer knows, no question concerning the political or religious opinions of the teachers employed has ever

been raised in its School Board. The same can be said in regard to the teachers and pupils. The utmost freedom exists in regard to these matters. While the morals of the pupils are carefully guarded, no religious exercises of any kind are used in any of the schools—no formal opening by the reading in a perfunctory manner of God's Word. For a number of years the High School was opened by impromptu prayers both by Dr. Danenhower and the present principal, but the latter abolished even this as being inconsistent with the freedom of a public school where Jew and Gentile, Greek and Barbarian and Slav and Magyar must be placed on the same footing.

THE MORALS OF THE PUPILS.

The last topic leads me directly and logically to the subject of morals. Considering the miscellaneous conglomeration of children, we cannot fail to note the high moral tone of the pupils and the rapidity with which the most perverse fall into line with those who behave properly, speak and act the truth. Many times I have noticed the good effects of discipline, punctuality and regularity upon very unpromising specimens of humanity. I have often imagined that, as the mind and heart developed, I could see a development of bodily beauty, grace and loveliness, but this is not exactly history or I would go on with this disquisition and point out how the freckle-faced, red haired girls have grown into lovely young ladies, and the awkward, knock-kneed, bow-legged lad has changed into the comely young man all through training of mind and heart and soul, the reflex influence of mind upon body.

NIGHT SCHOOL TEACHERS.

The following teachers served in the Night School: H. H. Spayd, M. J. McGurl, A. Bond Warner, F. J. McDonald, George M. Clauser and William Krichbaum.

To the list of regular teachers should be added the name of Lizzie Snyder, now Mrs. Jos. H. Levan.

SECRETARIES.

The Secretaries of the School Board were as follows: Dr. William N. Robins, John Witzeman, Dr. Oscar M. Robins, Dr. E. L. Straub, George F. Merkel, David A. Jones.

VOL. I

1901

PUBLICATIONS
OF THE
HISTORICAL SOCIETY
OF
SCHUYLKILL COUNTY.



A Talk About "The Lightfoot Survey of 1759," the
Forerunner of the "Great Road of 1770."

The Story of a Colonial Highway, "The Great Road of
1770."

Rambles over a King's Highway of Colonial Times.

Tumbling Run.

1900

DAILY REPUBLICAN NEWS SERVICE
PHILADELPHIA, PA.

A FOREWORD to the three lectures by Dr. J. J. John, of Shamokin, Pa., may not be inappropriate. Dr. John has devoted many years of untiring effort to the resuscitation of the history of the "Great Road," or King's Highway of 1770, leading from the site of Schuylkill Haven on the river Schuylkill to the site of Sunbury on the river Susquehanna. He at various times published scraps of this history in the local papers of Northumberland County, under the nom de plume of "Pembroke." These lectures are the first attempt of any historian to locate this road and give its history in connected form or indeed in any other. It is his purpose in a future number to conclude his "Walks and Talks" on a trip through Northumberland County to Sunbury. We commend these lectures not alone as being history peculiar to our county, but in which the State may largely share.

A Talk about "The Lightfoot Survey of 1759."

The Forerunner of the "Great Road of 1770."

An Address Delivered before the Historical Society by Dr. J. J. JOHN, of Shamokin, Pa., September 23th, 1904.

Just one hundred years ago, Captain Lewis and Captain Clark, under the authority of President Jefferson, started out on their herculean task of opening the Oregon trail, which occupied them over two years to complete. The great result of this trail was the securing to our country a very large territory west of the Rocky Mountains. The Lightfoot Survey may be looked on in the same light, as no road was then opened on account of the opposition of the Six Nations, but it established the important fact that it was practicable to construct such a road, passing through the Southern and Middle Coal Fields and thereby connecting the Schuylkill below its falls with the Susquehanna at Fort Augusta. This resulted in the Great Road, the Centre turnpike and other great outlets for the rich products of this territory.

All roads have their history—some more and some less. The development and progress of our colony and state, are distinctly registered by the successive steps in their construction. The Indian trails gave way to the settlers' bridle paths, these bridle paths of the forest were followed by the makeshift of narrow and bridgeless dirt roads, which in due time were succeeded by turnpikes, ferries and bridges, later to be followed by canals and railroads, and finally in our generation by trolley lines reaching out in every direction. Where will the improvement in our mode of conveyance stop? Will it be aerial navigation next?

Who can tell what is in store for the next generation?
Looking back a century or more,

"The forest path became a lane,
That bent and turned and turned again;
This crooked lane became a road,
Where many a poor horse with his load
Tolled on beneath the burning sun,
And traveled some three miles in one.
The years passed on in swift feet,
The road became a village street,
And this, before men were aware,
A city's crowded thoroughfare,
And soon the central street was this
Of a renowned metropolis."

Does this not apply to your city?

Such rapid progress was made in constructing good roads, that in 1830, Pennsylvania was spoken of as the "State of Bridges" and our highways were regarded as the best in the United States, but I fear of late we have fallen from our high estate.

During the last years of the reign of our "Sovereign Lord, King George the Second, by the Grace of God, King of Great Britain, France and Ireland, Defender of the Faith, Supreme Lord of the Province of Pennsylvania, and the three lower counties on the Delaware," etc., our Provincial assembly passed a resolution, appointing Benjamin Lightfoot to make a survey to see if it was practicable to construct a road between Philadelphia and Fort Augusta, and make an estimate of its cost. A sketch of this pioneer's exploration will be the subject for our present talk. For convenience and better classification of the topics, the discourse will be divided into three parts as follows, viz:

1st—The causes that led to the necessity of such a highway.

2nd—The organization and work of the survey, with explanatory notes.

3rd—The location of certain points where the survey began.

PART FIRST.

Like Peter Parley of old, I will now tell my story. The local history of Pennsylvania during its earlier periods, though abounding in stirring events and interesting records, has been too long overlooked. Had they occurred in one of our Eastern states, all these incidents and traditions would have been carefully garnered and published.

But I am glad to say, that of late years, through the columns of some newspapers, the work of several county historical societies and the aid of the Colonial Dames and the Daughters of the Revolution, an awakened interest has been created about this long neglected subject, and just here I desire to notice two county historical societies that are doing good service in this line.

The Luzerne Society has been in operation many years and has done a great work. At a recent meeting of this society, Judge Harding delivered a very interesting address about the "Sullivan Road of 1778." The youngest member of this family, the Schuylkill County Historical Society, though but a few months organized, has already shown great vigor, and under her energetic president and active membership, great results may be expected. God speed her noble mission! She too, in common with old Northumberland, the mother of counties, has a Colonial Road, in their mountainous domains, and a united effort of these two counties will be made to collect all the facts concerning this ancient road called the King's Highway or the "Great Road of 1770."

The settlement of Pennsylvania was made under conditions materially differing from those of any other American colony, proprietary or otherwise. William Penn, its proprietor, founder and great Quaker legislator, purchased from the English government in 1681, a large territory on the west side of the Delaware river, covering three degrees of latitude and five degrees of longitude, for the sum of 16,000 pounds. Soon after his purchase, he carefully framed a set of laws for the government of his domain, which he termed "The Holy Experiment." This work was regarded as a model of its kind, and many of our present laws have been framed in touch with its structure. Although he was the feudal lord of this province, he introduced such liberal laws for the settlers, that practically a free government was created. Penn's conduct towards the Indians who occupied the soil, was of the most liberal nature. Notwithstanding that he had purchased his territory from its recognized owners, he nevertheless regarded the natives of the soil as the rightful owners, and acted accordingly.

Penn first visited his possessions in 1682. At this period all the other colonies were engaged in wars with the Indians, and frightful massacres of the colonists were constantly occurring. The "Quaker King" came without arms, bearing a message of peace to his red brethren, and strange to relate, that through his pacific policy, not a drop of Quaker blood was ever shed by an Indian. Is this not a wonderful lesson in favor of honest and peaceful dealings? Soon after his arrival here, Penn held his first great treaty with the Indians, under a large elm tree at Shakamaxon, now in the city of Philadelphia. This treaty was not for the purchase of land, but to have an understanding how they should live together. The Indians, at this meeting, were from both sides of the Delaware, from the borders of the Schuylkill, and even from the distant shores of our Susquehanna. In his message he told them that the English and the Indians should respect the moral law, should be governed alike in their pursuits and possessions, and that all differences between them and the English should be settled by a peaceful council composed of an equal number of men from both sides. Penn told them that "We meet on the broad pathway of good faith and good will; no advantage shall be taken on either side, but all shall be openness and love. I will not call you children, for parents sometimes chide their children too severely; nor brothers only, for brothers differ. The friendship between me and you I will not compare to a chain, for the rings might rust or the falling tree might break. We are the same as if one man's body were to be divided into two parts; we are all one flesh and blood." Bancroft, the historian, comments on this remarkable treaty in the following beautiful sentences: "The children of the forest were touched by the sacred doctrine, and renounced their guile and revenge. They received the presents of Penn in sincerity, and with hearty friendship they gave the belt of wampum. 'We will live,' said they, 'in love with William Penn and his children, as long as the moon and the sun shall endure.' This treaty of peace and friendship was made under the open sky, by the side of the Delaware, with the sun, and the river, and the forest, for witnesses. It was not confirmed by an oath; it was not ratified by signatures and seals; no written record of the

conference can be found; and its terms and conditions had no abiding monument but on the heart. There they were written like the law of God, and were never forgotten. The simple sons of the wilderness, returning to their wigwams, kept the history of the covenant by strings of wampum, and long afterwards, in their cabins, would count over the shells on a clean piece of bark, and recall to their own memory, and repeat to their children or to the stranger, the words of William Penn."

In carrying out the work of his "Holy Experiment," Penn made such purchases of land from the Delawares and their associate tribes as he required, and at such treaties he acted so honestly and justly towards these red men, that his name, Father Onas, was ever held in the highest reverence by these tribes. His mansion at Pennsbury was noted for its hospitality, and no Indian was ever denied food and lodging there. His laws protected the red men as well as the white man. Such Christian treatment and such wise legislation had their effect upon the minds of the untutored savages. For seventy years the colonists and the Indians lived together in peace and harmony.

A company of traders offered William Penn 6,000 pounds and a yearly revenue, if he would give them the monopoly of the Indian trade between the rivers Delaware and Susquehanna, which he declined as inconsistent with his "Holy Experiment." The "Quaker King" often met the Indians in council and at their feasts. He visited their wigwams, partook of their food, and took part in their games. He gained their confidence and conversed with them on religion, and, as Bancroft says, "He touched the secret strings of sympathy, and succeeding generations on the Susquehanna acknowledged his loveliness."

"'Tis now two hundred years and more
Since honored William Penn
Set sail from England's sunny shore,
With tried and trusty men.
Liberty and peace they sought;
Nor did they seek in vain,
No weapons dire with them they brought,
Their object to attain.

In peaceful treaty, just and true,
They purchased every rod;
For well those men of conscience knew
They must account to God.
The Indians found a faithful friend,
Who ne'er their trust betrayed;
In councils wise, unto the end,
Was each transaction made.

Oh, good ship Welcome, fitly named,
 We all have ample cause
 To bless thy trusty crew, world-famed,
 Their salutary laws.
 For Pennsylvania proudly stands
 Admired, esteemed by men,
 And, watching o'er his city grand,
 We hail great William Penn."

But, alas! there was to be an end to this peaceful period. Succeeding governors, scheming land jobbers, and unprincipled Indian traders wronged the trusting Indians in many ways. The sons of Penn, who succeeded him in the proprietorship, did not have as kindly feelings towards the Indian as their father. Through the efforts of their agents to get hold of new tracts of land by questionable methods, the Delaware and Shawnese Indians became estranged, and in place of faithful friends, became bitter, cruel, and treacherous enemies.

THE WALKING PURCHASE.

Among other questionable transactions was the famous "walking purchase" of 1737. This walk gave great dissatisfaction to the Indians, and was the cause of much trouble to the province afterwards, on account of the evident unfairness of the transaction and the methods used in having the walk conducted. Parkman says, "An old, forgotten deed was raked out of the dust of the previous century, a deed which in itself was of doubtful validity, and which had been virtually cancelled by a subsequent agreement. On this rotten title the proprietors laid claim to a valuable tract of land on the right bank of the Delaware. Its western boundary was to be defined by a line drawn from a certain point on the Neshaminy creek (Wrightstown, Bucks County), in a northwesterly direction, as far as a man could walk in a day and a half. From the end of the walk, a line drawn eastward to the river Delaware, was to form the northern line of the purchase." Good walkers were hunted up, and three were selected—Marshall, Yeats, and Jennings, who put under training for some time, so as effectively to wrong the poor Indians out of as many thousand acres as possible. Unknown to the Indians, a smooth road was cut out for them, and a trial was made, to see how far they could go in the time allotted. They were promised each five pounds in money, and 500 acres of land. On the

morning of September 19th, they started as the sun arose. A number of persons, white and Indian, had assembled to see them start, and many bets were made as to who would be the winner. By a compass they started. Yeats led the way; behind him came Jennings and two of the Indian walkers, and Marshall came along last, swinging a hatchet, and walking in a careless manner. They took dinner at Durham creek, where the old furnace stood. They crossed the Lehigh river a mile below Bethlehem. They passed the Blue Mountain at Smith's Gap, Northampton County, and slept on the north side of the mountain. Jennings gave out about 11 o'clock the first day, and the Indians dissatisfied, quit at the same time. As they started on the second day, Yeats fell in the creek and was so disabled that he died three days afterwards. Only Marshall was left, who at noon, when the time was up, threw himself at length on the ground, caught hold of a small tree and marked it with his hatchet. This walk was variously estimated at 61 and 80 miles. The land thus obtained was situated in the forks of the Delaware above Easton, and included the celebrated Minisink flats, and nearly all the land worth having south of the Blue Mountain. This region was occupied by a strong branch of the Delawares, who, under their king, Teedyuscung, made the great effort afterwards to upset this treaty.

This purchase sealed the fate of the unhappy Delawares, though they made many contentions for their natural rights, which, through various combinations of the proprietary government and the Six Nations, ended in failure. They now heard the cruel order to quit forever their beloved homes. Enraged and distressed, they refused to obey the cruel mandate, and the Quaker Assembly refused to have the order enforced. Baffled in their apparent defeat, the proprietors resorted to a plan to have it executed. The Delawares and Shawnees were vassals of the Six Nations at this period. The proprietary party, in 1742, sent for a number of the chiefs of the Iroquois to come to Philadelphia, and on their arrival there, after having been well bribed and deceived by false statements and facts wrongly presented, they arrogantly ordered the Lenni Lenape to leave at once, and told them to go to the Susquehanna region, either at

Shamokin or Wyoming. The Delawares did not dare to refuse, and moved to the places of their assignment. But troubles still followed the unhappy Delawares. Those who moved to the Shamokin country soon had their hunting grounds spoiled by the settlements of Germans and Irish along the tributaries of the Susquehanna, and those who settled at Wyoming suffered likewise by the unwarranted intrusion of Connecticut settlers under an assumed and false title. The Delawares and Shawnees made frequent complaints about these intrusions on their hunting grounds, which received but little attention, so the Shawnees and many of the Delawares moved to the land on the waters of the Allegheny and the Muskingum.

About this time, say 1753, the French, who occupied the larger part of North America, were making claims to all the territory watered by the tributaries of the Ohio river, which included all our province west of the Allegheny mountains. The French saw their opportunity to secure the aid of these persecuted tribes, and easily succeeded. The French, in their great zeal for the conquest of the entire country contemplated to possess the balance of Pennsylvania, and easily by bribes and artful promises, secured the support of a large portion of the Delawares still remaining here. Then our Government began to feel the effects of the vengeance of a wronged people. Massacres of hundreds of our settlers took place, and the province was in terror. And even the Six Nations, that hitherto had been warm friends of the English, became lukewarm, and several of them, as the Senecas, became attached to the French interests. About this time Sir William Johnson, who had married Mollie Brant, a sister of Brant, a Mohawk chief, and had great influence among the Iroquois, was appointed by the English government as Superintendent of Indian Affairs. He had great influence with these northern Indians, and through his efforts, was successful in holding most of them loyal to the English side. It is said of him, "That in pushing his own way, he was more distinguished by an anxious solicitude for his own welfare than for the rights of others." This was shown in his actions toward the Delawares on several occasions, where policy rather

than justice prevailed. As a member of the Mohawk nation, Sir William lost no opportunity in using his great official power in keeping the Delawares as mere vassals of the Iroquois confederacy—a most humiliating condition for a once powerful nation. The haughty tribes of the Six Nations would not recognize their conquered Algonquins as warriors and men, but tauntingly called them women—the wearers of petticoats. No viler reproach than this could be applied to an Indian nation.

The great object of Teedyuscung, the last king of the Delawares, was to restore the independence of his nation and bring his people up again to their former greatness. In making these patriotic efforts, he displayed great ability as a diplomat, and had his plans not been frustrated by those who should have supported him, he would most likely have been successful, and his name would have been carried down in our history as one of the ablest men of his race. He was an untiring worker. At council fires held at Easton and Philadelphia, at which the Governor and provincial officials were present, he boldly proclaimed that the lands of the Delawares (the walking purchase) were stolen from them by fraudulent deeds and practices. He openly declared at Easton “that the very ground I now stand on belongs to me if justice had its sway.” He asked that the deeds for these purchases should be presented for examination, and true copies made, to be given him for reference. He further requested that a tract of land of some thousands of square miles be set aside for the homes and hunting grounds of the Delaware nation, with the distinct understanding that this tract should forever belong to them—no purchase or sale to be allowed. This proposed tract covered a large portion of what was a few years later known as the New Purchase. Teedyuscung contended that by such a course the province would be protected by a friendly colony, that would insure peace and prosperity to the Quaker colony. In connection with this settlement of his nation, he urged that a first-class trading post be established at Fort Augusta, conducted by honest officials of the province, where his people could take their furs and peltry and barter them for goods, being allowed and charged only reasonable

prices. This would do away with dishonest traders—"rum carriers," whose evil practices have caused so much ill feeling among the Indians. In order to lessen the cost of transportation of goods to and from Shamokin (Sunbury), by the uncertain route of the Susquehanna, he consented to the opening of a road to Fort Augusta, for such special purpose. But he was overruled in this road business by the Six Nations, who declared that no such road should be opened, as it would most certainly lead to the destruction of their hunting grounds by settlers squatting on them. Had the policy outlined by Teedyuscung been carried out, the Indian ravages on our colony would have ended, and the French would have abandoned Pennsylvania. Had the "Holy Experiment," inaugurated by the founder of our state, been carried out by his sons, what shedding of blood and outlay of money would have been avoided! But, alas! they forsook their father's faith and became covetous rulers. But the noble cause of Teedyuscung was to end in martyrdom—his eventful life was to be suddenly ended by a cruel murder. The Iroquois, his unrelenting and jealous enemies, at last succeeded in hunting him to the death by their instructed assassins.

By a strange irony of fate this drama was ended. Sir William Johnson, with his Iroquois following, Governor Thomas Penn, by his sordid dealings with the Delawares, and Chief Justice Allen, the land grabber (who illegally obtained large land grants at Nazareth, Bethlehem, Allentown and Easton), were all by their questionable methods aiding French supremacy by adding allies to the enemy of the English cause.

And when the American Revolution broke out, how stood these parites? Colonel Johnson committed suicide; the Penns were hurled from power; and the Six Nations were a unit against us, and with the aid of some Tories they invaded our state and committed horrid massacres at Wyoming and Fort Freeland in Northumberland County. To punish these outrages, General Sullivan assembled his forces at Easton. A number of Pennsylvania companies were in this army of invasion. They cut a road through the territory of the "Walking Purchase" and swamps of the "Shades of Death," until Wilkes-Barre was reached. From

this point they followed the river until the villages of the Six Nations in the lake region were reached. Here, with fire and sword, Sullivan destroyed their homes and crops, and so thoroughly defeated these cruel savages that their prestige as warriors was forever gone.

And again at this time, where stood the persecuted Delawares who had been so ruthlessly driven from the homes of their ancestors? They saw their ancient enemy enlisted on the British side; they saw upon the American side their former friends, the French with their Lilly flag united with the Americans under the Stars and Stripes, fighting for liberty and nationality. True to their Indian instincts, they joined the latter, and did effective service for the American cause.

In speaking of this change, Parkman says, "At the opening of the Revolution they (the Delawares) boldly asserted their freedom from the yoke of their conquerors (the Six Nations), and a few years after the Five Nations confessed at a public council that the Lenape were no longer women, but men. Ever since that period they have stood in high repute for bravery, generosity, and all the savage virtues, and the settlers of the frontiers have often found, to their cost, that the women of the Iroquois have been transformed into a race of formidable warriors."

FORT AUGUSTA.

The French and Indian War, which threatened the conquest of our entire province, led to the erection of a large number of forts along the Blue Mountain, to protect the back settlements from the murderous attacks of the Indians. The chief object in building these forts, called Indian Forts, was for the protection of the settlers from the attacks of their savage foes. These fortifications seemed not to have been an entire success, judging from the number of massacres that occurred after their erection. For a fuller account of these attacks on the back settlements, "Henning's Tales of the Blue Mountains" should be read.

Not so with Fort Augusta. Here was a strategic point for defence to prevent the French from coming further eastward upon the well settled parts of the province. Situated the same as Fort Duquesne, at the forks of two rivers, it

was regarded in a military sense as a vulnerable location, that should be defended by a strong fort, equipped with a good garrison. Our authorities were warned in 1755, after Braddock's defeat, that the French contemplated building a fort here, and acting on this information, Colonel Clapham, with a force of four hundred men, came to Shamokin (Sunbury), in the summer of 1756, and built Fort Augusta. At this period the principal object of this fort was to prevent the French from getting a foothold in this part of the province.

The French and Indian War, which commenced in 1755, was a desperate contest between the French and the English for the full possession of America. Upon the capture of Fort Duquesne by General Forbes in the fall of 1758, the scene of action was turned towards Canada, and our province was not much molested, except by some local Indian troubles. The capture of Quebec by Wolfe, in September, 1759, and Montreal in 1760, practically ended this war in America. Fort Augusta from 1758 became a trading post and rendezvous for settlers when attacked by Indians. Permission had been given our Government by the Six Nations to build a fort on this ground, but they stubbornly denied the privilege to construct a road to it, so the Susquehanna river was our only route to reach Fort Augusta. Lord Loudon, who succeeded the unfortunate Braddock, in command of the British forces, saw the necessity of a road and in October, 1757, called Governor Denny's attention to this matter. But the Governor was powerless until 1758, when he gained Teedyuscung's permission to construct such a road. In the fall of 1757 the Provincial Commissioners suggested to the Governor that a trading post should be opened at Fort Augusta to supply the Indians with goods, and suggested that John Carson, who is well acquainted with the trade and Indians, should be appointed to this duty at our fort. In July, 1758, work was commenced on a store house for Indian goods at Fort Augusta, but the work was delayed, writes Captain Levi Trump, on account of the want of carpenter tools.

In 1757, the Provincial Assembly passed the Indian Trade Bill, an act for preventing abuses in the Indian trade, and for supplying them with goods at more easy rates. The

Commissioners of Indian Affairs were appointed with power to select all agents for the Indian trade, and allow no other persons to have the right to deal, barter, or trade with the Indians or to sell them any goods, under a heavy penalty. In order to reduce the expenses in getting goods to Fort Augusta, they demanded that the Assembly should take early action in having a road made to Shamokin (Sunbury). A store house at Fort Augusta was completed late in 1758, and stocked with suitable goods. Nathaniel Holland was appointed the storekeeper, of whom more will be said further on. On October 15, 1758, the Commissioners wrote to the Governor, asking him to acquaint the Indians of the store that had been opened up at Shamokin (Sunbury). This was their only opportunity they had for advertising. This letter is here given in full, to show what provision they had made for trade at the Fort Augusta store—the first one opened in our state north of the Blue Mountain.

THE LETTER.

May it please the Governor :

The board being informed that a great number of Indians from many different and distant nations are now attending a treaty held at Easton, and having in pursuance of the directions of the law appointing them Commissioners for Indian Affairs, established and opened a large store of all sorts of goods, convenient for their use, and adapted to supply and relieve their necessities, under the care of agents residing at Fort Augusta, at Shamokin, who will trade honestly with the Indians. And no particular account or public information being as yet given to the several nations, they think it their duty to request the Governor would be pleased to embrace this convenient opportunity of giving the Indians now attending at the said treaty the most public notice of the said store, inviting them to come in and trade with the said agents.

We further request the Governor would acquaint them, that by the Act the goods are to be sold and bartered at the most reasonable rates, and the best price to be given in exchange for their skins, furs, venison and poultry, with such other particulars of the law, and the advantages that must accrue to the natives therefrom, as the Governor in his dis-

cretion shall think necessary, and of desiring them to make it known to all their friends and nations with whom they have any alliance, that they may be furnished with goods at the said rates.

Signed in behalf and by order of the Board.

JOS. MORRIS,
JAMES CHILD,

Easton, October 15th, 1758.

The fur trade at this time had become a very profitable business, and the commissioners were using their best efforts to make the trading post at Fort Augusta a grand success by causing it to become a central point in this traffic. To secure a large fur trade, it was necessary to pay the Indians a fair price for their furs and pelts, as well as to keep on hand a full supply of such goods as the Indians needed, to be sold to them at reasonable prices. To accomplish these ends, a road to the fort was absolutely necessary. After repeated demands by the Commissioners, the Assembly finally took action on the matter, as will be here shown.

RESOLUTION OF THE ASSEMBLY.

November 18, 1758.

The House, taking into consideration the remonstrance from the Commissioners for Indian Affairs, ordered,

That Benjamin Lightfoot and such other capable person as he shall think proper, do view the ground and make report to this House in what manner and places a convenient road may be cleared and made, so as best to answer the purpose of transporting goods, etc., from Philadelphia to the said fort, together with the best estimate they are able to form of the expense which will attend the laying out, cutting and clearing the said road. And it is recommended to the Commissioners for Indian Affairs, in case an escort of soldiers should be wanting for the protection of the said viewers, that they make application to the Governor for the purpose.

Extract from the Journals,

CHAS. MOORE,
Clerk of Assembly.

SKETCH OF BENJAMIN LIGHTFOOT.

Benjamin Lightfoot, the surveyor thus honored by the General Assembly, was a son of Samuel and Mary Lightfoot, of Chester County, Pa. His parents were members of the Society of Friends, and his father was also a noted surveyor. Benjamin was born June 28, 1726. About 1770 he married Elizabeth Shoemaker. He died December 28, 1777, and his wife March 24, 1829. They had but one child, Elizabeth, born January 24, 1775, and died December 24, 1835. She was unmarried, and was a storekeeper in Reading.

By an Act of the General Assembly, March 11, 1752, Berks County was erected. The Commissioners to run the boundary line of the new county were Edward Scull and Benjamin Lightfoot of Chester County and Thomas Cookson of Lancaster County. Benjamin Lightfoot was the first Sheriff of Berks County, and held this appointment for three successive years. During 1753, he was appointed a Commissioner to lay out a road between Easton and Reading.

His Uncle, Michael Lightfoot, born in 1683, was the treasurer of the Province of Pennsylvania from 1743 until his death in 1754.

LIGHTFOOT'S NARRATIVE.

An Account of the First Survey for a Road leading from the Schuylkill to Fort Augusta, made in the early part of 1759, compiled from the manuscript notes of Benjamin Lightfoot, the surveyor.

In the preparation of this account, the courses and distances are omitted, except in a few instances, as they are not necessary, but the notes of the surveyor are largely followed. Remarks will be introduced between some of the notes for explanatory purposes.

"About the 14th or 15th day of the 3rd month, 1759, I received a line from Amos Strittell and Joseph Morris (two of the Commissioners for Indian Affairs), dated the 10th, acquainting that Teedyuscung, the Delaware Indians' King, had been acquainted with and approved of a proposal made of laying out a road from the inhabited parts of Pennsylvania to Fort Augusta, in order to transport

goods to that place, for carrying on a trade with the Indians. That the Governor upon their application to him had concluded to employ Major Orndt to agree with some of the Indians about Fort Allen to attend the survey of the said road and that it might be expected the said Indians would be at Reading the week following.

"17th. The Indians came to town, attended by a soldier, who brought a letter from said Orndt, enclosing a letter from the Governor's Secretary to him, wherein he is directed to send some Indians to go on the survey of a road.

"18th. I sent a letter to Christopher Stump and Adam Tufenach, requesting they would come down to go with me to view the road, and I took the Indians to Francis Parvin's to be out of the way of liquor and insults of rude people (which I had the evening before acquainted James Reed one of ye Justices of upon his expression of a concern lest any accident should befall them, and he approved the scheme) it being also their desire to be in the country.

"19th. Stump and Tufenbach came to town expressed a dislike to my going up by way of Schuylkill and inquired of me whether I intended to take a guard with me or not, to which I gave them for an answer that I could not avoid going up Schuylkill as I had reason to believe a good road might be had that way, and that I would not take a guard, and so bid me farewell and Stump did the same."

Remarks—There was a division of opinion as to the route of the road. Stump and Tufenbach and doubtless Conrad Weiser and those of the Tulpehocken region, insisted that the road should go through their country to Fort Henry, Pine Grove, Klingerstown, etc., while those at Reading and living along the Schuylkill contended that the road should follow to the source of that river and pass through the Shamokin country.

Lightfoot could have had a guard and soldiers if he so desired, but he was satisfied with his three Indians. It was indeed a perilous task to undertake at that time. The French and Indian War was still being waged, and the stubborn opposition of the Mingoes to the opening of this road, might easily lead to a murderous attack. But Lightfoot was equal to the emergency, and without the aid of soldiers

and forts, he pushed through his expedition with the courage of an explorer.

"20th. I was employed in preparing for the journey.

"21st. Still preparing. Wrote to Jacob Kern desiring he would according to his promise send some hands to meet me at Fort Augusta to show the way from thence to Fort Henry, in as much as Stump and Tufenbach had refused to go, and went that evening to Uncle Jacob Lightfoot's."

Remarks—To make preparations for the proposed trip, it required care on the part of the pathfinder to see that the outfit was sufficient. From Francis Yarnall's mill to Fort Augusta, a distance of 40 miles, not a single dwelling was erected along this route, where food and shelter could be procured. This season of the year is usually a stormy one, and this did not add to the comfort of the party. A howling wilderness was to be explored, swamps to be crossed over, mountains to be climbed, and streams to be waded through, and no settler living along the way to tell them where they were. Their only guides were obscure Indian paths and the courses of the mountain ridges. Continued watchfulness against savage foes and wild animals was a duty not to be neglected. What a lonesome march these men had for many days, cut off from civilization, and out of humanity's reach! Well might Lightfoot have quoted these lines of Cowper:

"But the sound of the church going bell,
These valleys and rocks never heard;
Never sighed at the sound of a knell,
Or smiled when a Sabbath appeared."

Their outfit consisted of two tents, a few articles of bedding, some cooking utensils, and some bread and salted pork, which, with horse feed, were carried by pack horses. The three Indians probably supplied the party with venison and fish, but the surveyor was too much of a practical man to make any reference to their bill of fare in his notes.

"22nd. Set out for Schuylkill. My company were James Jordan (who in company with Conrad Bower of Reading had fitted out a wagon to haul down some boards from Fort William, and I having agreed with them to haul up for me such provisions as we wanted at a reasonable price). Put in at Reading 50 wt. at Francis Parvins about 80 lbs., at Uncle Jacob's about 200 wt., and at Peter Rodermalls 20 bushels oats, 700wt. John Fincher (who came

to take back some horses). Jacob Lightfoot, Thomas Wright, Francis Yarnal, Thomas Parvin, Benjamin Parvin, John Willits, Isaac Willits and John Fincher, Jr. Indians: Philip Phillips, John Phillips, John Price. And got that evening to the late dwelling of Valentine Baumgardner where we lodged."

Remarks—As stated in the narrative, the party on this early survey consisted of Benjamin Lightfoot of Reading, the surveyor in chief, Francis Yarnall, his assistant, (who had a mill in what is now North Manheim Township, Schuylkill County, located about $1\frac{1}{4}$ miles easterly from Fincher's Ford), Jacob Lightfoot, Thomas Wright, Thomas Parvin, Benjamin Parvin, John Willetts, Isaac Willetts and John Fincher, Jr., all from Maiden Creek Township, and the three Indians already named, making a force of twelve persons.

Fort William (Fort Lebanon), was located on the farm of Lewis Marberger, in West Brunswick Township, Schuylkill County, about 6 miles north of Port Clinton, and $1\frac{1}{2}$ miles east of Auburn. Hardly a vestige remains to indicate its site. Francis Parvin was a son-in-law of Jacob Lightfoot, and a member of the Assembly. He was a prosperous farmer, who resided in Maiden Creek Township.

Jacob Lightfoot, an uncle of the surveyor, who lived further north in the same township, was well acquainted with the frontier country to be crossed in this survey. Peter Roadarmel's tavern was 15 miles from Reading, and Hamburg is supposed to be at or near its location. The road between Reading and Port Clinton, traveled by this party, afterwards became the Centre Turnpike.

The roads in the month of March are usually in their worst condition, and Lightfoot wisely deferred loading the 700 weight of oats, the heavier part of the load, until the 15 miles to Roadarmel's had been reached, being one-half of the distance of their day's journey.

The Valentine Baumgardner house, at which the party lodged for several days, was located on the Windsor Road, now East Schuylkill Haven. The owner was from Tulpehocken Township, and owing to the Indian raids of 1755-56, he was compelled to abandon his property. It is thought

that Martin Dreifelbis became the owner of this and many other properties in and around Schuylkill Haven.

Fincher's Ford was at Schuylkill Haven, and T. Connor's one mile above this town. The fork of the west branch of the Schuylkill was probably at or near West Wood station, on the Mine Hill Railroad.

"23rd. Jordan and Fincher went home and took with them all the horses except Francis Yarnal's, John Willits', Isaac Willits' and Philip Phillips'. We began the road at the road already laid out from John Fincher's Ford on Schuylkill to Francis Yarnal's mill 343 p. easterly of said Ford (from which place several of the company say a good road may be had to fall into said road about Jordan's Mill and is somewhat nearer than by way of said road now goes.) Thence south 85 degrees west a 106 small run C. D. S. 60 W and falls into another run about 5 p above where they both fall into the Schuylkill about 8 p above ye said Ford), 223 p to ye S side of a small hill. Thence along ye same S 72 W (a 128 ye above mentioned course down S 16 W) 136 p W (a 74 E and largest branch of Schuylkill Course S 40 E) 145 p S 71 W 28 p S 51 W (a 82 Reeds Corner, 13 p S of us) 92."

Remarks—Here some statements are necessary to explain the beginning of this survey. By the treaty of 1736, the Indian title was purchased only to the south side of the Blue Mountain, thus opening up for settlement the great valley of the State. By the treaty of 1749, a large territory including Schuylkill County, was purchased from the Six Nations for the sum of 500 pounds. But this treaty was resisted by the Delawares, who had not been consulted nor participated in the benefits of the sale. This purchase opened up for settlement the beautiful valley on both sides of the Schuylkill river, between the Blue and Second Mountains, and settlers, as Orwig and some other Germans, had located on these lands some two years before the Indian title had been consummated. As early as 1750-51, John Fincher, James Boone, Francis Yarnall, Thomas Reed and others, had taken up tracts in the vicinity of Schuylkill Haven, to be soon followed by numbers of German immigrants.

These settlements required a road to connect them with

Reading, and for this purpose one was made from the upper corner of Windsor Township, passing through the Blue Mountain at Port Clinton, following up the Little Schuylkill a mile or so, when it forded this branch, passing by or near Fort William, and thence through the fertile lands of West Brunswick and North Manheim Townships, passing Orwigsburg and reaching Schuylkill Haven and Cressona with branches spreading out as settlements took place. This road, possibly the first one to succeed the great Indian path from Reading to Shamokin, we shall call the Windsor Road. This provincial road, when it reached Francis Yarnall's mill (doubtless a very primitive one) on one of the small streams from the Second Mountain, ran a westerly course for $1\frac{1}{4}$ miles to John Fincher's Ford at the Schuylkill, when it crossed that river, then took a northerly course along the west branch, passing through Cressona until Jordan's mill was reached, supposed to be identical to what is now known as Strauch's mill.

By reference to Pottsville sheet of U. S. Geological Survey, it will be plainly seen that by diverging from the old Windsor Road at Yarnall's the surveyor secured better ground for a road, and shortened the distance considerably by taking the hypotenuse in place of the other two sides of the triangle.

As the name of John Fincher is so closely connected with the starting point of this survey, we will here give a brief account of this early settler, who was so cruelly murdered by a band of blood-thirsty Indians in one of their last raids of the region.

John Fincher was a native of Chester County, who emigrated to Exeter Township about 1740. The treaty of 1749 having opened up a territory of what is now Schuylkill County to settlers, Mr. Fincher was one of the first applicants for a tract of land. On March 5, 1750, a warrant was granted to him and a survey was made for 255 acres of land lying west of the Schuylkill river, and taking in the curve of the river immediately north of the Borough of Schuylkill Haven and south of the James Boone tract. This tract, on December 14th, 1784, was patented to Martin Driebelbies, the founder of Schuylkill Haven. About 1754, Fincher put up buildings in the curve near the river,

which were destroyed by the Indians in 1756, but the occupants, it seems, were not then present. Captain Jacob Morgan, the Commander of Fort Lebanon, under date of November 4, 1756, reports this burning to Governor Denny as follows:

"Honored Sir:—Yesterday morning at break of day, one of ye neighbors discovered a fire at a distance from him; he went to ye top of another mountain to take a better observation, and make a full discovery of fire, and supposed it to be about 7 miles off, at the house of John Fincher; he came and informed me of it. I immediately detached a party of 10 men to the place where they saw the fire, at the said Fincher's house, it being nigh Schuylkill and the men anxious to see the enemy if there, they ran through the water and the bushes to the fire, where to their disappointment saw none of them, but the house, barn, and other outhouses all in flames, together with considerable quantity of corn."

After the cessation of Indian raids, about 1757, Fincher erected other buildings and settled here with the expectation of passing his remaining days in peace, and in cultivating his farm. His house stood where the round house at Schuylkill Haven afterwards stood, and the old Windsor Road crossed the river at this point, and therefore was called "John Fincher's Ford."

TRAGICAL MURDER OF THE FINCHER FAMILY.

From a report to the provincial government concerning this melancholy event, we make the following extract: "In the early part of September, 1763, (about the 10th), in the afternoon, eight well-armed Indians came to the house of John Fincher, a Quaker, residing north of the Blue Mountain, in Berks County, about 24 miles north from Reading, and within $\frac{3}{4}$ ths of a mile of a party of 6 men of Captain Kern's Company of Rangers, commanded by Ensign Shaffer. At the approach of the Indians, John Fincher, his wife, two sons and a daughter immediately went to the door and asked them to enter in and eat, expressed the hope that they came as friends, and entreated them to spare their lives. The Indians were deaf to the entreaties of Fincher. Both parents and two sons were deliberately

murdered; their bodies were found on the spot. The daughter was missing. A young lad who lived with the Finchers made his escape and notified Ensign Shaffer."

John Fincher, Jr., one of the members of the Lightfoot survey, was fortunately absent at the time of the massacre, being on a visit to some friends in Chester County, and thus escaped.

The Indian trail between Reading and Fort Augusta passed a short distance east of Schuylkill Haven where Ensign Shaffer was located at the time of the Indian attack, which placed the settlements bordering on this path liable to their attack.

Having ascertained the position of Fincher's house and ford, the location of Yarnall's mill, the starting point of the Lightfoot survey will be next in order. To obtain this knowledge we will measure 343 perches in an eastern direction from said ford, which will strike a large run north of the Centre Turnpike, and probably fronting on the old Windsor Road. It is not likely that many vestiges of this ancient mill of Francis Yarnall now remain, as the great improvements made in this section, by the construction of the turnpike, canal and railroads, have obliterated most of the old land marks of a century ago. The writer proposes to make a personal inspection of this location, with a hope that some relics, however meagre, may be found, to further confirm what he has written about this mill site. He does not expect to find the building, nor the water wheel, nor the burr stones, but some evidence should remain to define the spot. It is his opinion that the Yarnall mill was one of the most primitive character, just complete enough to supply the wants of the first settlers of 150 years ago. The building was certainly a small log structure, equipped with one set of home-made burr stones, dressed from sand stone rocks brought from the Second Mountain, and faced by the rude skill of some settler. The power to turn the upper mill stone was furnished by a large overshot wheel, moved by the water of the run, then more plentiful than now, since the great forests have been denuded. But little machinery was required—the few wooden cog wheels were made on the ground; no bolting cloth was used to separate the bran from the meal; the product was practically a chop meal,

and the bread made from this meal satisfied our healthy ancestors, even if it was a black bread. The next requisite was to have a saw mill to manufacture boards and scantling, to construct a better class of dwellings, and after a few years the extra product of lumber was rafted down the Schuylkill to Philadelphia. For this purpose, isolated saw mills, in well-timbered districts, were erected.

About 1765, Francis Yarnall turned over his mill property to Ellis Hughes, his son-in-law, who married his daughter, Hannah Yarnall. The mill not proving a paying concern, Ellis converted it into a saw mill, which afforded better returns. Thus what was the starting point in the Lightfoot Survey, under the name of Francis Yarnall's mill, was used for the same purpose in 1770 by Francis Yarnall, the surveyor, under the name of Ellis Hughes' saw mill.

As the names of Yarnall and Hughes are prominently connected with this article, the writer feels justified in digressing for a short time from the main question, by giving short sketches of these worthy pioneers.

FRANCIS YARNALL, THE SURVEYOR AND PATHFINDER.

The Yarnalls were among the early settlers of Pennsylvania. Francis Yarnall, the immigrant, came over from Worcestershire, England, and settled in Chester County in 1683, purchasing a large tract of land from William Penn. He was a member of Darby Monthly Meeting. In 1711 he represented Chester County in the Provincial Assembly. He died in 1721, leaving a family of 9 sons and 1 daughter.

His grandson, Francis, the subject of this sketch, was a son of Peter and Alice Yarnall, born July 27, 1719. In the spring of 1740, he came to Berks County, in company with his cousin Joseph, holding a certificate of membership from Goshen Monthly Meeting, which was presented to Exeter Monthly Meeting, and accepted. He was a fair scholar and practical surveyor, and soon acquired a good business with his compass and chain. About 1741 he married Mary Lincoln, a daughter of Mordecai Lincoln, who was the great grandfather of President Lincoln. About 1755 he took up a tract of land in Manheim Township, near the Schuylkill,

on which he put up a mill that became noted as the starting point of several surveys for the Provincial Road. In 1759, he was chosen by Benjamin Lightfoot as his trusted assistant in making the first survey for a road to Fort Augusta.

About 1765, he turned the mill property over to his son-in-law, Ellis Hughes, who had married his daughter. In 1766, he took up a large tract of land upon which a part of Port Carbon was afterwards built. This, in years afterwards, became a valuable coal property, still known as the Yarnall tract, and so described on geological maps of the region. Mr. Yarnall cleared off some of this land and put up some buildings and placed his cousin Joseph in charge of the same. These improvements were beyond the border line of settlement, and the Indians came along and chased the family away and burned the buildings. In the early part of 1770, a commission was appointed to lay out a road to Fort Augusta, which, up to this time, was without a road to reach it. Francis Yarnall was placed in charge of the survey, and completed it promptly, showing much engineering skill in his work. While on this survey, he noted some fine farming land in the vicinity of Taylorsville, Barry Township, and was so well impressed with it, that a few months afterwards he took up a large tract here, and with his family moved on it and cleared off several farms.

In 1772 Northumberland County was organized, and as the line on the south side was not yet run, he was assessed for some years as a citizen of Augusta Township of the new County, and was one of the three persons in this township to receive a license to keep a public house. Some years later the line was accurately determined, which placed him in Berks County, and in Norwegian Township in 1811, when Schuylkill County was created. As the "Great Road" ran through his farms, the site for an inn was very good for some years, as the only opened road to Fort Augusta was traveled by large numbers of settlers bound for the land of the "New Purchase." Here Mr. Yarnall and his worthy helpmate ended their days. And here their remains lie in a grave yard along the side of the King's Highway, which he had so well planned. The date of his death has not been learned.

ELLIS HUGHES.

Ellis Hughes, a son of William and Amy (Willits) Hughes, of Brunswick Township, Berks County, was born March 12, 1738. His parents were members of Exeter Monthly Meeting. About 1764 Ellis married Hannah Yarnall, a daughter of Francis and Mary (Lincoln) Yarnall, of Manheim Township, who was born January 1, 1747.

John and Isaac Willits, two of the members of Light-foot's expedition, were uncles to Ellis on his maternal side. Shortly after his marriage, his father-in-law turned over the mill property to him, who, in order to secure better returns, converted it into a saw mill, known as "Ellis Hughes' Saw Mill," and thus to become the starting point of the Great Road of 1770. Ellis was a bright and enterprising man, who enjoyed the confidence of Governor John Penn and the leading officials of the province. In 1766, he took up a tract of land on which a part of Pottsville is located, being the upper part on Centre Street, and the Fishbach Addition. He called his tract "Norway," on account of its wild and mountainous appearance, and hence the name of Norwegian was afterwards applied to the township and stream. He was one of the petitioners for the Great Road in 1770, and largely through his influence, his saw mill was made the starting point and the course of the road was made to follow the main branch of the Schuylkill to where Pottsville is now located in place of the West Branch.

Previous to 1772, Ellis Hughes had taken up a large tract of land on which the town of Catawissa was built, and settled there. When Northumberland County was organized, Governor John Penn honored him with the appointment of a Justice, to assist in holding the courts of that county, and in looking after the interests of this then great domain. The Connecticut settlers at Wyoming—a body of unprincipled men, who had for some years given our province a great deal of trouble by their unlawful occupancy of this fertile and desirable territory, were but a few miles north of Catawissa. They proposed to upset the government of the new county, and even threatened to capture Fort Augusta in 1773. William Maclay, one of the county officials, and afterwards one of the first U. S. Senators from our State, in a letter to James Tilghman,

Secretary of the Land Office in 1773, thus describes these Yankee intruders: "If hell is justly considered as the rendezvous of rascals, we cannot entertain a doubt of Wyoming being the place. Burned hands, cut ears, etc., are considered as the certain certificates of superior merit."

Great responsibility rested upon Ellis Hughes and his associate Justices in dealing with these Wyoming intruders, who were joined by Lawrence Stewart and some of his Paxton boys—fugitives from justice. To oppose these determined Yankee settlers and prevent their further encroachments on the public lands of Northumberland County, required the untiring attention of Col. Turbut Francis, Dr. Plunkett, Hughes and other county officials. Ellis Hughes, with great foresight, secured a large number of settlers from the lower counties of the state to settle on the lands at Fishing Creek, Catawissa and Roaring Creek, forming a belt of loyal Pennsylvanians to stop the further encroachments of the Yankees. Through this effort he incurred the great displeasure of Zebulon Butler, a leader of the people at Wyoming—a rough man and a very bitter partisan. We here insert two of Butler's letters to Hughes, which will explain the condition of affairs at that time.

LETTER No. 1.

Wyoming, 21 August, 1775.

Friend Hughes,

I rece'd yours of the 25 June, 1775, Observ'd the Contents, Can't say but I am Surprised at it, Can't Say but Some of your People have Mett with Some Rough Treatment by Some of our People, but I'm Not to Answer for that; you Mention you have heard that A Number of our People are Coming to Settel in or near your Neighbourhood, and that you have got the minds of the People and think it Not Best, for Union ought to be kept amongst them. Do you think we are Blind, or What do you think of us. I own that at this Day we and all the Continent ought to be United; but do you Expect that we will Lye Still in this Deficuilt Day and Let you take the advantage of the times and Press on Settlers to fill up the Land, and we Lye Still because of the Times. You may Depend on it we have a mind to Setel Some of our Lands where it

Lyes Vacant, and you may Depend on it that we have no Dissign to Disturb or Dispossess and Person Setteled Either under Pennsylvania or under Conecticut. You mention the thing of Shedding Blood, I am as Much Concerned of your Wetting us with your Watter as we are of your Shedding our Blood.

Tried Friend,
ZEBULON BUTLER.

To Ellis Hughes, Esquire, att Catewissey.

LETTER No. 2.

Wyoming, August 24th, A. D., 1775.

Friend Hughs,

It is reported that you and the People near Fishing Creek refuse to Allow any of our People to settle on the Vacant Lands in your Neighborhood under the Connecticut Claim. You must know that we are fully determined Peaceably to Settle the Vacant Lands in the Susqueh Purchase under this Colony. Any interruption on your part will be properly resented; it is far from Our Wish or Desire to Molest Any of your Setlers during the Continuation of their respective leases, provided they are peaceable & quiet subjects, & we Expect that Our Setlers will be so treated by you and your People. The Laws and Ordinances of this Colony must be duly Observed by Our Setlers; Neither may you Molest or Disturb them therein; Neither may you Touch their Persons or their Property, as you will Answer your Conduct to the Laws of this Colony & the Executive Courts therein, We We wish Peace and a good understanding Between us & you. But you must not Expect we will give up Our right or Relinquish Our Claim, or by any means stop Our Settlements to make room for you and your People to fill up the Vacant Lands upon Our Purchase, therefore relying upon your Honourable Observance of the Premises, beg leave to Subscribe myself

your Old Friend,
ZEBULON BUTLER.

To Ellis Hughs, Esq., att Catawissy. To be communicated to your Setlers.

The true history of the "Yankee Pennamite War," has,

as yet, not been written. The newspaper, pamphlet and magazine articles that have appeared at various times were all prepared by writers who were descendants of the Connecticut settlers engaged in the land steal, so that an impartial account of this war has not yet been given. Sufficient time has now elapsed to have a reliable statement of this affair prepared, as there are an abundance of facts accessible to show this unpleasant affair in its true light.

During July, 1776, the proprietary government was overthrown, and Governor Penn was held in durance for some months. The land office was closed, and a new constitution, not submitted to the vote of the people, was put in operation, giving great offense to the better and more conservative class of the people. The services of such men as Col. Francis, Dr. Plunkett and Ellis Hughes, were superseded by a Committee of Safety drawn from the more active and strenuous revolutionists of that time.

In 1778, Ellis Hughes sold his lands at Catawissa and returned to Berks County, where he died October 6, 1786. His wife survived him thirty years, and died at Baltimore, April 1, 1816.

SUPPLEMENTARY NOTES.

On March 23, 1759, the survey was commenced, beginning at Francis Yarnall's mill, on or near the old Windsor Road, pursuing a westerly course, veering a few degrees south, and at the distance of 297 perches or about $\frac{7}{8}$ ths of a mile, the east branch of the Schuylkill was crossed, near Connor's Crossing. Thence pursuing a more southerly course, the day's work ended at a point north of Reed's Corner, a short distance east of Cressona.

"March 24th—The course was now changed to the N. W. and above Cressona the West Branch was crossed. This day the south side of the Gap in the Second Mountain, is supposed to have been reached.

"March 25th—Being First Day went back to our place of lodging and rested. My Uncle J. Lightfoot, Francis Yarnall and John Willits went on towards the 3rd mountain yesterday morning to make discoveries and returning this evening brought us word that they found a pretty good place for a road across the valley between the 2nd and 3rd

ridges of mountains, that they discovered a good place to ascend the 3rd ridge and that there appeared to be good ground for a road on top of said mountain."

Remarks—It is thought that the terms 2nd and 3rd ridges as here used, apply to the Sharp and Broad Mountains.

"March 26th—The survey had now reached the forks of the West Branch. Mr. Lightfoot states, "Night came on. About dark this evening it began to rain and continued most of the night so that we were wet in our lodgings being covered only by a wagon cloth and a little bark."

"March 27th—Still rainy in the morning and until noon. This morning Philip Mertzloof came to us in order to join us, he being acquainted with the mountains both from this to Fort Augusta and thence toward Fort Henry as appears by a letter he brought me from Benjamin Pearson. He says he left Reading the 20th about noon. Upon consulting my company they were unanimous in their advice to accept his service and take him into pay. Afternoon still rainy.

"March 28th—Still rainy and our lodging wet at almost every shower. With this wet weather I caught cold which being wrought off by a purging was exceedingly painful for most of these two days. The company took into consideration the expense attending the making of a road in the parts already opened and to be opened so far as we have already run it are of the judgment that that part of the road already opened from the upper corner of Windsor Township upon Schuylkill to the place where we left the same including the expense of laying out and opening it at where an alteration is proposed may be estimated at 60 pounds. From thence to where we cross the West Branch of Schuylkill at T. Connors is 6 pounds. From thence to Fork of the W. B. of Schuylkill 134 pounds."

Remarks—Their stopping place at this time was near what is now called West Wood station, on the Mine Hill Railroad, about six miles above Schuylkill Haven.

"March 29—Still raining. About 9 o'clock P. M. the rain abated after continuing 74 hours.

"March 30—Thomas Wright left us and with him took F. Yarnal's and John and Isaac Willits' horses. Sent

Philip Mertzloof, John Fincher and Isaac Willits over the mountain to Nicholas Long's for bread. Gave them some money to buy it with. Rain came on again. We left the work and went down the hill to a run in order to pitch our tent. Could not find ground suitable. Traveled up ye run about a mile and ye struck up a fire and erected our tent. The weather was rainy all night.

"March 31—In the morning fell some snow and soon after began to rain again which continued until evening then abated a little but began in the night and rained until morning."

Remarks—At this date they had only reached a point a mile or so south of Minersville. They had now been 9 days engaged on the survey, but owing to very unfavorable weather and great difficulty in securing a good route through a very broken country, they had only progressed about nine miles on their work.

On April 1st the party crossed the Broad Mountain and camped near the headwaters of Deep Creek—a branch of Mahantongo Creek.

On April 2nd they reached a point near Locust Dale.

On the 3rd a big run was made, the stopping place being in the vicinity of Shamokin Creek, but point not recognized.

On April 4th Fort Augusta was reached after a remarkable run through a more favorable country.

Mr. Lightfoot, in concluding his notes to this point, writes, "Went that night to the said Fort to lodge, where we met Jacob Read, Casper Read, John Leshner, Christopher Wolfard, who were sent by Jacob Kerns in consequence of my letter to him to view the grounds between Fort Henry and Fort Augusta, and make marks on such points as they think a road might be laid, which they say they have done accordingly; but they left Fort Henry the 26th day of the 3rd month last and arrived at Fort Augusta the 3rd inst., and that they are willing to take such pay as the Commissioners for Indian Affairs will give. At this place I heard that King Tedyuskung had left it a few days ago with precipitation and discomposure of mind on hearing of our being out on a survey of the road occasioned by the disapprobation of some imagines of the Mingoës and

Nanticoakes to a road being laid through their land which they disallow on account that they are fearful if the white people get a wagon road they will then come and settle their land; and they say "We will not part with the Shamokin lands, as they are the burying places of so many kings and great men." Tedyuskung was pressed to give his sentiments about the road, but would not, as he intended shortly to go to Philadelphia and speak with the Governor himself about it. Here we met with Nathaniel Holland a Friend who is agent to the Commissioners for Indian Affairs, and were very kindly entertained by him as well as by Captain Levi Trump, the Commander of the place. The other officers and soldiers were kind and civil to us.

"April 5th were employed in making a draft of the road as well as in making some preparations for our return.

"On April 6th began at the Fort with the proposed road towards Fort Henry."

Remarks—The survey from Fort Augusta to Fort Henry was completed in four days.

HOW THE STARTING POINT OF THE LIGHT- FOOT ROAD WAS FOUND.

To find the starting point of this road required considerable time to determine. One hundred and fifty years have passed away since this first survey for a road in Central Pennsylvania, to connect the Schuylkill and the Susquehanna, was made. Its route was directly across the great Appalachian Range, whose rocky barriers stood out in bold opposition to such a project. It must be remembered that only seven years previously, the County of Berks was erected, and at the date of this survey, 1759, only the fertile land of Brunswick and Manheim townships was sparsely occupied, and the Second Mountain was the northern frontier of settlement. And it must be further borne in mind, that through the determined opposition of the Six Nations, it was not allowed to be opened up, and therefore the notes will not afford a sufficient key to give its exact location after leaving the West Branch of the Schuylkill. It is supposed that the famous Indian path was followed to a large extent.

To find the starting point of Lightfoot's survey, we

must ascertain the location of John Fincher's Ford. The laid out road from Port Clinton to the settlements of Brunswick and Manheim townships, was called the old Windsor Road, afterwards largely followed by the Centre Turnpike.

From Port Clinton the Windsor Road passed up on the eastern side of the Little Schuylkill for a mile or so, when it forded this stream, passing through the central part of West Brunswick township, and running along where Pine Dale is now located, then entering North Manheim Township at Orwigsburg, where it deflected to a south-western course until it reached a point near where the Yarnall mill was located, when it turned further southward, until it reached Fincher's Ford. Crossing the Schuylkill here, it followed the route of the Mine Hill Railroad until it reached Cressona, near which Jordan's mill was supposed to have been situated. This seems to have been the original course of the Windsor Road. As Lightfoot proposed to take the route up the West Branch of the Schuylkill, he readily perceived that to reach Jordan's mill, a better and shorter route could be had by abandoning the Windsor Road at Yarnall's mill, and opening a new road from this point, running westwardly, and fording the North Branch at or near Connor's Station, and thence across the peninsula, passing over the West Branch near Cressona, and then intersecting the Windsor Road at Jordan's mill.

JOHN FINCHER'S FORD.

*"This is the place, stand still, my steed,
Let me review the scene,
And summon from the shadowy past
The forms that once have been."*

As this Ford holds the key to locate the starting place, a diligent search was made to find it. We knew it was at Schuylkill Haven, but the name of Fincher was long ago forgotten, and great changes which have taken place here in the course of time, as the turnpike of 1808, the canal of 1815, and the railroads of a later date, have wiped out all the land marks. The first thing to do was to get the exact location of the Fincher's tract. Fortunately, through the favor of Judge Henning, a copy from an ancient draft of this tract was given the writer, which clearly defined the place of this farm along the river. The next step to be taken was to find out where the Fincher house stood. This was an-

swered by a statement of Geo. Chambers' Reliable History of Schuylkill County, (1883), as follows:

"The Fincher family were killed by the Indians about where the round house at Schuylkill Haven afterwards stood." This gives the location of Fincher's Ford, as it is well known that the murder occurred in the house, and that the house stood on the Windsor Road at the ford. Daniel Deibert, an old resident of Schuylkill Haven, in his life sketch says, "In Schuylkill Haven, where the Reading Shop now stands, the Indians murdered a family by the name of Fincher, and burned their house."

But the round house had been torn down years ago, so the writer found it necessary to consult some one more familiar with the location. He was fortunate in securing the aid of Mr. A. A. Hesser, of the Reading R. R. office, who has taken a great interest in this subject. We proceeded to the work, accompanied by Mr. Philip J. Wortz, an old official of the Reading R. R., and in a very short time we succeeded in locating the exact site where the round house stood, which location was confirmed by several employees of the road. We found the site to be on the west side of the Reading R. R., at the upper end of the old fair grounds, about 125 yards southeast of the junction of the two railroads.

We next ascended a hill a short distance westward, which commanded a fine view of the valley eastward of Schuylkill Haven. Looking just beyond the Alms House Farm, we noticed a run, as indicated by the trees over its bank. We walked along the turnpike to this farm, and found the Alms House Run near the eastern boundary of that institution. Here, near the intersection of the turnpike, another road that comes from the north through a narrow ravine with the run from the Second Mountain, we located what was known as Yarnall's mill, nearly due west of the residence of Mr. Reuben Luckenbill.

Here I had proposed to declaim the following lines about the old mill:

"Here from the brow of the hill I look,
Through a lattice of boughs and leaves,
On the old gray mill with its gambrel roof,
And the moss on its rotting eaves.
I heard the clatter that jars the walls,
And the rushing water's sound,
And I see the black floats rise and fall,
As the wheel goes slowly 'round."

But, alas! I was doomed to disappointment. Not a vestige of this old land mark remains to mark the first station of Lightfoot's survey. The miller has been dead for a hundred years, the once lively stream from the Second Mountain, that furnished the power, has lost at least one-half of its volume, and the great forests of the neighborhood that furnished the tall masts for the navies of our country, and our ally, France, have long ago been destroyed.

As I have said, not a vestige of this ancient mill was to be seen, but the course and distance from Fincher's Ford would plainly indicate that the site was at the point named. In the ravine above, a favorable place was seen for the dam, and the hill on the west side was just the place for the race to conduct the water to the great water wheel. Here the Windsor Road, doubtless, was to the north of the turnpike and the Lehigh Valley Railroad.

But the question will naturally arise, "Is there sufficient volume of water in the run to run the mill?" I would answer, "No." This run, like most of our streams, has been robbed of a large portion of its water by the denuding of the forests. One hundred years ago this section was heavily timbered, and this stream, furnished with the water of the shaded springs in the vicinity of the Second Mountain, had a constant and plentiful supply of water. I think it would be safe to say that at that period it had three times as much water as now, amply sufficient for the constant running of a small mill. To better show the bad effect that deforestation had on our streams, I will here give an extract on this subject from the "New York Sun."

"How many leaves do you think a tree has?" asked the man who had read it all up, stopping his friend in the Park. "Of course you don't know. Some birches have 200,000, and each leaf has 100,000 mouths. I know of a sixty-year-old beech that had 35,000 leaves and a thirty-five-year old, one that had only 3,000.

"These 35,000 leaves, dried, weighed only ten pounds and the 3,000 dried, only three-quarters of a pound. But they do tremendous work in a season. During a spring and summer, birches and lindens have been found to exhale 600 or 700 pounds of water per pound of dry leaves;

the ash tree about 500; beeches, 400; maples, 400; and oaks, 250. The conifers give out about 100 pounds a tree. To stagger you still more an acre of beech forest of, say 500 trees, would exhale about 2,000,000 pounds.

"And the funniest part of it all to me is that the water in a tree or the moisture, really amounts to more than half the weight of the tree, or from 55 to 60 per cent., while the wood weighs but 40 to 45 per cent. In a big forest what you don't see weighs more than what you do see. Funny, isn't it?

"As to forests and water," continued the tree man, "I learned that a partial cutting down of the Volga River Valley forests had the tremendous effect of lessening so great an area of water as the Caspian Sea. I figured the comparison and found that, pro rata, 6 feet of water would be taken off Lake Superior, 8 off Lake Michigan, 18 off Lake Erie and 27 off Lake Ontario. I was staggered.

"Then I found that deforestation, as we call it, has robbed the Vistula river of 26 inches of water, the magnificent Rhine of 28 inches and the beautiful blue Danube of 55 inches. Let me hit you nearer home. The Hudson has been called a drowned river because the sea so encroaches upon it. But you're drowning it more now by your deforestation, and you'd better hurry up with these Adirondack lands. The salt water now, they say, goes up to Hastings.

"The Schuylkill is less in volume than ever. So is the Mohawk and so is the Connecticut. Even the fish left the lower part of the Savanna river, but they're trying to do something with that water now.

"Another queer thing is that Christopher Columbus' son, Fernando, who crossed the ocean with him, was the first man to start the question of forests causing rainfall, by his observations of the wealth of vegetation on the Island of Jamaica."

In locating Yarnall's mill we have done a double duty, in establishing the point of beginning of both Lightfoot's Road and the "Great Road of 1770," both of which commenced at the same point, and thereby answered the vexed question, so often asked, "Where was Ellis Hughes' Saw Mill?"

In concluding this subject, the writer trusts that his ef-

forts may prove satisfactory enough to escape the punishment of coming under the ban of "How Not To Do It."

"When we set out, some cherished end to gain,
And toil and struggle, strive, and pant and strain
To reach on to it,
It often happens that at last we find
We've only learned, poor, erring wights and blind,
How not to do it."

And now, no doubt to your relief,
I'll end my statement and belief;
And as the curtain soon will fall,
I say good night to one and all.

The Story of a Colonial Highway

"The Great Road of 1770."

An Address Delivered Before the Historical Society by Dr. J. J.
JOHN, of Shamokin, Pa., November 4, 1904.

The Counties of Northumberland and Schuylkill, located on the southeastern front of the great Appalachian mountain system, and joined to each other by ridges of anthracite, have so much in common, that amity and good neighborly feeling should always exist between them. These two counties with a lineage from the same mother—good old Berks, should always have a sisterly feeling for each other. The first was born in 1772, while our province was yet a member of the British Kingdom; the latter in 1811, when our nation was about to become involved in the second war with Great Britain.

It will be necessary to name only a few of these common interests and relations. The "Great Road" was entirely confined to the territory of these two counties, a fact that justifies us to call it Our Great Road. As this highway passed along a route that many years later furnished sites for those three great coal centres, Pottsville, Minersville and Shamokin, it is quite natural that much interest should be felt in its history, for in its course to reach Fort Augusta, it occupied parts of Centre St., Pottsville; Sunbury St., Minersville; and Sunbury St., Shamokin. And what a magical name was prosperous Pottsville to us Northumbrians in the forties and the fifties! When Shamokin first appeared on the map and was struggling for existence during her first decade, she suffered many reverses. Many of the inhabitants sought employment at the coal works of Schuylkill County, and the remaining families, utterly discouraged, contemplated an exodus also. Sha-

mokin was likely to become a deserted village, had not a sanguine old man, by a single sentence of wisdom, changed the public feeling. The charmed word, Pottsville, was used for this purpose. He said, "Don't be discouraged, the coal in our hills will yet be wanted, and depend on my word, Shamokin will yet become the Pottsville of Northumberland County." The argument had the desired effect, and this old man's prophecy was verified some years later. That Pottsville sentence passed into a local proverb, and was utilized by land agents in selling Shamokin town lots. The lamented President Gowen, a resident of Shamokin for several years of his early life, was a strong believer in the old man's maxim. Again, our two counties contain the larger portion of the Middle and Southern Coal Fields, forming the richest Anthracite coal district in the world. This district, a region of wonderful internal improvements, was crossed by the Great Road, the Centre Turnpike, and The Danville and Pottsville Railroad, all great improvements in the periods of their undertaking. They present a rich field for the local historian to put in his work.

And now one more item to show our "community of interests." This is one in a political light. Back in the fifties, I remember that Schuylkill and Northumberland Counties were apportioned in the 13 Congressional District. During this apportionment, old Northumberland had the Congressman for two years, and he spent a snug fortune to secure the nomination and election for this one term. Surely the people of our two sister counties, so closely related, residing in a district so full of events past and present, will take a common interest in the historical events which so richly abound in their domain.

Away back as far as 1770, while the province of Pennsylvania was under the domain of our "Gracious Sovereign, King George the Third," all the territory of this, the Shamokin region, was embraced in the broad domain of Berks County. As such it was then beyond the frontiers of regular settlement, with one exception, Fort Augusta, which had been erected some fourteen years previously. At this period, 1770, a project was conceived and carried out to build a King's Highway that would connect Reading with Fort Augusta, and thereby command the trade of the North

and West branches of the Susquehanna. Even at this early date the great wealth of the district drained by the two rivers was partially recognized, but the Indian trade in furs and pelts was better understood. To have Indian trading houses at Fort Augusta connected with Reading by a good road, was regarded at that time as of primary importance, so that the furs and skins brought to the trading houses at the fort could be exchanged for clothing, blankets, guns and ammunition, and too often, I fear, for "fire water," the Indian's greatest bane. The Indians frequently complained that the traders here were not honest, and that they were not fairly dealt with. I am led to believe that many of the troubles between the white settlers and savages arose from the dishonest practices of unprincipled traders toward these poor natives of the soil.

As the "Great Road" is the oldest colonial landmark in the Shamokin region, and as in its wild and solitary course toward Fort Augusta, it passed through the northern limits of Shamokin, its history cannot fail to be of some interest to our citizens. All roads have a history—some more, some less, but all of them are replete with information, if properly studied. The stages in the settlement and improvement of a new country are shown by the roads as they are opened and the points they are intended to connect. Generally a way to the mill and meeting house was first wanted, next the inn and store are needed, the latter so necessary as a place of exchange, and also serving as a makeshift for a post office, long before mail facilities are provided. The school house and smith shop are next in order, and at least bridle paths must be made for these places. Some of these roads were originally Indian paths, which were later converted into bridal paths, and finally into private and public roads for the use of wagons and carriages. These highways and by-ways crept over hills and wound through valleys to reach these objective points.

"Now here, now there, winding as old roads will
Here to a ferry, and there to a mill."

To one who has an antiquarian taste, it is a pleasant pastime to wander along these by-gone routes, many of them now abandoned in places for better locations. A recent writer, speaking of these old roads, says: "They pass old guide posts which have stood up and contradicted each

other about distance, until they have grown gray. They pass ancient mile stones, partly concealed in the bushes, on one of which are carved the symbols '4 M.' But no one knows to what haven it would direct the traveler."

This reminds me of an old road that I traveled over some years ago, leading to Klingerstown. Every mile or so I came to a guide post, but they all contradicted each other. I think the first guide post declared that it was four miles to Klingerstown, and after traveling a mile or so toward this town, I came to another, which, to my sorrow, asserted that it was ten miles. These annoying contradictions continued for five or six times and convinced me that evidently,

"Some one had blundered."

IMPORTANCE OF ROADS.

A new country that is altogether inland and not possessed of navigable rivers, being without means of transportation, can never develop and prosper, until it is possessed of a system of good roads. The Romans were the first people to learn this lesson, and in the course of time became famous for road building. When they conquered a country, they secured and maintained their rule over it, by building excellent stone roads, connecting it with Rome. Many of these model roads in Europe are still doing duty as highways even to this day, and are noted for their excellence. Their many roads so constructed, led to the common saying "that all roads lead to Rome."

England, for many years, found it impossible to bring the Highlanders of Scotland into subjection, until General Wade had built good roads through this wild and mountainous country, when the clans were easily brought under control. Road making has been found to be one of the greatest civilizers of a country, saving immense losses of life and treasure. If the United States shall adopt the policy of expansion, a policy opposed by many conservative people, she would lose no time in constructing a sufficient mileage of good roads in her new possessions, so as to hold and defend such possessions. It seems to me that General Wood grasped that idea in his rule of Porto Rico, and the sooner we have a General Wade to commence road making in the Phillipines, the better it will be for conqueror

and conquered. The policy inaugurated by Alexander Hamilton, and carried out by our Government during its early history, in opening post roads and building the National Road, known as the "Cumberland Road," had such excellent effect in the development of the states of Ohio, Indiana and Illinois, that it should never have been abandoned on the weak grounds of alleged unconstitutionality. Even at this late day, no measure would be more beneficial to our country than a good system of internal improvements, by which good roads could be opened up, in which the nation, the state and county would be the promoters. Such work would give employment to thousands of men, and good roads everywhere would be a lasting benefit to all.

I am glad to state that our Legislature at its last session, enacted a road law for Pennsylvania, with many most excellent provisions. With the addition of a few necessary amendments, this bill will be the certain means of having good artificial roads constructed, and thereby the former prestige of our Commonwealth for its excellent highways, will be restored.

THE BUILDING OF FORT AUGUSTA A NECESSITY.

During the French and Indian War, almost at its beginning in 1756, after the disastrous defeat of General Braddock and the English forces, Pennsylvania was threatened with invasion by the French, even in the settled part of the province. By the advice and with the consent of the Six Nations of Indians, who at this time held this part of the Colony, Fort Augusta was built to command the position on the Susquehanna where the two branches unite. This ground, which was leased to the Province by the Indians, occupied the site of the original Shamokin, and of the present, Sunbury, the county seat. Had this work been delayed another year, it is altogether likely the French would have occupied it for the same purpose, and such occupancy by them would have endangered English rule, and we might have become a French province, and a French speaking people. Fort Augusta thus became the key to the Susquehanna, and the main defence for Eastern Pennsylvania.

A ROAD, THE GREAT NEED OF FORT AUGUSTA.

Fort Augusta was manned by some 400 men. To reach it with supplies of food and ammunition, great difficulty was experienced, as from Fort Harris (Harrisburg) to Fort Augusta, a distance of some 54 miles, no road was opened or permitted, as the latter fort was in Indian territory at that time. For Harris was the main base for supplies, but Fort Hunter, 6 miles up the river, was also a depot for loading the boats bound for Fort Augusta. The only safe way to reach our isolated fort with men and provisions, was by boats on the river, rowed up against the current. But this was an uncertain method of transportation, as during the winter months, the river was liable to be blocked with ice, or high or low water during other periods of the year would render boating up the stream difficult, if not impossible. Think of a fort built in the wilderness, on the site of an ancient Indian village, many miles away from a base of supplies, located in a region then only occupied by treacherous savages, devoid of any road leading to or from it, and depending almost entirely on the uncertain navigation of the river.

LORD LOUDON ADVISES THAT A ROAD SHOULD BE BUILT.

Lord Loudon, who succeeded General Braddock, in command of the British forces in America, saw the danger. and under date of October 2, 1757, he wrote to Governor Denny, calling his attention to the subject. In his letter he states that, "There is no road that leads from Harris' Ferry to Fort Augusta, this is a material ground to be considered, for were it to be attacked by the enemy, till you have a road to it, neither the King's troupes nor any other body of men could march to its relief, and were the enemy in possession of the place, it would be a terrible thorn in your sides that could not be removed till a road was cut to it."

THE TULPEHOCKEN PATH—A FAMOUS INDIAN TRAIL.

The Indian village of Shamokin, (now Sunbury), was a central point from which numerous paths branched out in various directions. Vestiges of some of these primitive

highways of the Red men are still to be seen, while others have been converted into leading roads of travel. By one of these rude trails, ancient "Shamokin" was connected with the Tulpehocken region, and hence was called the Tulpehocken Path. Its frequent use by the Indians along the Susquehanna, caused it to be a well beaten track, which the traders used as a bridle path for their pack horses, in carrying their merchandise to exchange with the Indians for their peltries, which soon became a large and profitable business. The course of this path was in a south easterly direction. Starting from the river at Sunbury, it passed through Rockefeller, Little Mahanoy, Washington and Jordan townships, of Northumberland County, entered through a gap at Klingerstown into Schuylkill County, passed through or near Tower City, Tremont and Pinegrove to Tulpehocken, the residence of Conrad Weiser, the Indian interpreter, and from there to Sinking Springs and Reading.

PROMINENT PEOPLE THAT TRAVELED OVER THIS PATH.

It would be interesting to give extracts from the accounts of some of the persons who traveled over this route, but space forbids such a diversion from the main subject, and we will only name a few that passed over this path at various periods. In 1728, Smith and Petty, two Indian traders, were sent to Shamokin by the provincial council, with messages to the Indians residing there. At this time the town had over fifty wigwams.

The Vice-King of the Six Nations, Shikellimy, and Alumoppees, the King of the Delawares, made many trips over this route, in their official capacities. Count Zinzendorf and some Moravian missionaries came to Shamokin in 1742 and held the first religious services in this region. Conrad Weiser, the special Indian agent of the province, made many trips over this route, in his official visits to the Indians. We will give one of these trips as an example of his numerous and onerous duties. During 1747, learning that Shikellimy was suffering from a want of food, he hurried to this "good friend of the whites," immediate relief. He sent out a party with pack horses, bringing with them

nine bushels of wheat flour. This was probably the first importation of bread stuffs to the county seat of Northumberland County.

Colonel Clapham, the builder and commander of Fort Augusta, becoming disgusted with the treatment given him by the province, resigned. Not wishing to meet his successor, who came up the river in boats from Fort Harris, he took the Tulpehocken Path on his return to Philadelphia, in order to escape a meeting.

APPLICATION MADE TO THE SIX NATIONS FOR PERMISSION TO OPEN A ROAD.

During May, 1760, Colonel Hugh Mercer, who was afterwards killed at the battle of Princeton, in 1776, held the command at Fort Augusta. Governor Hamilton sent him instructions to buy some white wampum for a good sized string, and sent John Shikellimy, a son of the Viceroy, to take the same to the conference of the Six Nations, to be held at Onondaga, and ask for permission to open up a road from the fort to the frontiers of the province. But Colonel Mercer being absent at the time, ordered Lieutenant Graydon, of Fort Augusta, to attend to this business. Lieutenant Graydon attended to the matter and reported his action to Governor Hamilton.

The following was the message sent to the council of the Six Nations: "The Governor desires that his friend, John Shekalamy, by this string of wampum, will acquaint the Onondaga Council, that the government desires to open a road from the frontier of this province to Fort Augusta, and let them know at the same time that the sole reason for doing so is, that the Indians may be supplied goods at this fort at all times of the year by a nearer, safer and more commodious way than by the dangerous and round about way of the Susquehanna river, which is sometimes unpassable in summer time, and all the winter admits of no transportation of goods or provisions."

John promised to return in two months, if successful; but the stern opposition of the council, and likely the lukewarmness of the agent, led to a positive refusal, and the project was dropped for the time being.

AN ORDER FOR A PROVINCIAL ROAD.

At a meeting of the Council, held on January 30, 1768, Governor John Penn laid before the board a petition from a considerable number of the inhabitants of Berks County, setting forth "That if a provincial road was laid out in the most convenient places, from the town of Reading, in said county, to Fort Augusta, it would greatly tend to advance the trade and commerce with the Indians who are settled at the head of the Susquehanna river, and to preserve the friendship and peace with them, and would also save great charge and expense in transporting skins and furs from thence as the distance from that fort to Philadelphia by way of Reading is much shorter than any other, and therefore pray the Governor in Council to appoint proper commissioners to lay out a King's Highway or public road from the said town of Reading to Fort Augusta, and to direct measures to be taken for opening and clearing the same"

The Board took up the question and agreed to the utility of the road, but as part of the country through which it would pass to Fort Augusta is not yet purchased from the Indians, a road ought not to be opened beyond the line of the last purchase. The Board agreed and ordered "That a provincial road be laid out from the said town of Reading, through the County of Berks, in the most convenient and direct courses towards Fort Augusta, as far as the said or to such part of the river Susquehanna, between the mouth of the Mahanoy Creek and where the said line intersects the said river, as may be found to be of the greatest public use and convenience."

Unfortunately, this made the terminal of the road at a point now known as Herndon, instead of Fort Augusta, leaving a gap of some thirteen miles without a road. To reach the fort, recourse would have to be made to river navigation, or else to the old pack horse road where it intersected this road.

COMMISSIONERS APPOINTED.

The following persons of Berks County were placed on this commission: Jonas Seely, John Patton, Henry Christ, Benjamin Spycker, Mark Bird, Christian Lauer, James Scull, Thomas Jones, Jr., and Frederick Weiser, with instructions to report within six months.

The residences of the commissioners were principally in Reading and in the county west of that place. Jonas Seely lived at Sinking Springs; Benjamin Weiser was a son of Conrad Weiser, and a tavern keeper at Tulpehocken; Benjamin Spycker, a tavern keeper, lived on the route of this road.

For some reason the report was not presented until twelve months afterwards, that is, on January 19, 1769. The route of this road, to a large extent, followed the Tulpehocken Path.

As far as benefitting Fort Augusta was concerned, this road was an entire failure, as it did not reach the fort by some thirteen miles, and was not completed until 1785, when Pennsylvania became a sovereign state, and the fort ceased to be a military post. It failed to increase the trade with Indian nations and was only a disappointment. In our next article we will dwell upon the "Great Road" that was laid out in 1770, and contributed more to the opening up and populating the new county of Northumberland than any other one measure of those times.

As efforts to open a road between Fort Augusta and Reading had failed, on account of the fort being located in Indian territory, Shamokin (now Sunbury) was regarded by the Indians as the open door to the Six Nations, and the fort being upon their lands was looked upon by this powerful confederacy with great jealousy. They had good reasons to oppose this road, as it would lead to early settlements of squatters and intruders upon their favorite hunting grounds along the beautiful shores of the West Branch. But after a persistent opposition for twelve years to the project of the Province, a change of ownership was now about to take place. Fort Augusta, for many years isolated in the wilds of the Indian possessions, was now to become the great center of settlement, and the ancient village of Shamokin was soon to emerge as the capital of the new frontier county of Northumberland, with area enough for an empire.

THE NEW PURCHASE.

On November 5, 1768, Thomas and Richard Penn bought from the Six Nations an immense tract of land, extending from the southern part of our present county of

Northumberland to the state line of New York, and westward to the extreme line of the Province, embracing about one-third of the area of our State. This purchase opened up to settlers the region comprising Northumberland county. It may be well, just here, to cite one of the main incentives that led the Penns to make this great purchase, for which they paid 10,000 pounds.

THE OFFICERS' AGREEMENT.

After the successful expedition of Colonel Bouquet against the Indians in 1764, the officers of the Pennsylvania Regiment, (a regiment that had taken an active part in this campaign), held a meeting, prominent among whom was Colonel Turbut Francis, and made the following agreement: "That they would apply to the Proprietaries for a tract of sufficient extent and conveniently situated, whereon to erect a compact and defensible town; and also, to accommodate each of us with a reasonable and commodious plantation; which land or lots of ground, if obtained, we do agree, shall be proportionately devoted, accordingly to our several ranks and subscriptions."

In 1765 Colonel Turbut and the other commissioners made an application for such a grant, with this statement: "That they proposed to embody themselves in a compact settlement on good lands, at some distance from the inhabited part of the Province, where, by their industry, they might procure a comfortable subsistence for themselves, and by their arms, union, and increase, become a powerful barrier to the Province." They further stated "that the land already purchased did not afford any situation convenient for this purpose, but the confluence of the two branches of the Susquehanna at Shamokin did, and they, therefore, prayed the Proprietaries to make the purchase, and make them a grant of 40,000 acres of arable land on the West Branch of the Susquehanna."

This extraordinary proposition to found a military colony in the "Shamokin Region" seems to have had the desired effect on the Penns, and led to what was afterwards known as the "New Purchase," which was made, as heretofore stated, on November 5, 1768.

COMMISSIONERS MEET WITH GOVERNOR PENN.

In February, 1769, the officers' commissioners met Governor Penn, in Philadelphia, and obtained an order for 24,000 acres on location as asked for, to be divided among officers in distinct surveys, each 300 acres to be seated with a family within two years from the time of survey, paying for same 5 pounds sterling per one hundred acres and quit rent annuity of one penny per acre.

DIVISION OF THE OFFICERS' LANDS.

On May 16, 1769, the above lands having been surveyed, the officers met at Harris' Ferry to have the distribution made. The first apportionment was made to Colonel Francis Turbut, the prime mover in this arrangement. He was allotted 2775 acres of choice land in one tract on the east side of the West Branch, adjoining the tract he had previously purchased from Andrew Montour, an Indian highly regarded by the Penns for his faithfulness to their contracts. This made Colonel Francis' landed possessions facing on the West Branch, some 18 miles in length, being a continuous strip from the town of Northumberland to Watsontown. He thus became one of the largest landholders in the province at that date. The other officers drew their portion by lot. This partition among the officers led to a rapid emigration of the Scotch Irish settlers from Paxton, Derry, Carlisle, etc., who had served as soldiers under these officers.

APPEARANCE OF FEUDALISM.

It is said that at this period some timid if not envious persons hinted that an experiment was contemplated in the "New Purchase," being no less than a feudal plan of government on a limited scale. They alleged that every movement pointed towards such a result. Did not the concessions given to the officers' society show what would follow? On December 19, 1768, about one month after the purchase was made, did not the Penns have surveyed to themselves a tract of land at Shamokin (Sunbury), containing 4766 acres, which they named the Manor of Pomfret? Where there are manors there are barons, and with barons

we have feudal laws. With Fort Augusta as a common defence, a baronial castle will be erected, within whose walls justice will be meted out by such newly created lords as Colonel Francis, Dr. Plunkett and others. And Northumberland, they contended, would be the compact town ruled by the great land owners as in good old England.

But these predictions were not verified. It is doubtful if such Utopian schemes were ever contemplated; but if they had been, those sturdy Indian fighters, the turbulent Scotch-Irish, would have made short work of them.

LAND OFFICE OPENED.

On April 3, 1769, the land office was opened to receive applications for lands in the "New Purchase." The office on the day of opening was flooded with applications for surveys of tracts in the "Shamokin country," and settlers came here in great crowds. But as no road as yet had been opened to Fort Augusta, the settlers had to depend on the river and bridle paths to reach this American Canaan. The emigrants previous to 1770 all came up from Harris' Ferry, now Harrisburg, and consisted principally of Scotch-Irish, with a light sprinkling of Germans from Berks and Lancaster Counties. The exodus from Berks and Northampton Counties and West New Jersey commenced in 1770-71, when the "Great Road" was opened.

Soon after the extinguishment of the Indian title, a movement for the construction of a road connecting the river Schuylkill with the Susquehanna at Fort Augusta, was commenced in good earnest, with a successful issue. This was a long-felt want in which the proprietaries and those who held large landed estates in the purchase were mutually interested, as well as those in the older parts of the province who desired to emigrate to this promising field for new homes.

The traders also desired the road, as it would improve their fur business, as Fort Augusta was a central point for exchange with the Indians. And another argument for this road was here, for the first time, brought to light. Philadelphia was extremely anxious to secure and retain her commerce of the Susquehanna, and not allow it to go down the river to Baltimore, her rival for trade even at this early date.

PETITION FOR THE "GREAT ROAD."

On January 16, 1770, the following petition was prepared and signed, to be presented to the Governor and Council of the Province of Pennsylvania:

"To the Honourable the Governor and Council of the Province of Pennsylvania:

The petition of sundry inhabitants of the said Province, most humbly sheweth,

That a good wagon road from the forks of the Susquehanna to the nearest navigable waters of the Schuylkill hath long been considered as an object of the greatest importance to the prosperity of this province.

That on a late view of the country it has been found that such a road may be easily made at a very moderate expense, from Fort Augusta to Ellis Hughes' saw mill, which lies on the navigable part of the Schuylkill, about 30 miles above Reading; there being few obstructions in the way from mountains or creeks, and the distance not more than 40, or at most 45 miles.

That the opening is so good a communication by land from the Junction of the East and West branches of the Susquehanna to the Schuylkill and will afford the most advantageous route for carrying on a profitable trade with the distant northern and western Indian nations, and likewise be the means of bringing all the produce of the rich lands lying on and near those extensive and navigable waters at a cheap rate to the city of Philadelphia, which will thereby greatly conduce to enhance the value of those lands, encourage the settlement and improvement of the back country, and effectually promote the commercial interests of the city and province.

Wherefore, your petitioners pray, that the Governor and Council will be pleased to appoint Commissioners to view the grounds and lay out a King's Highway or public road from Schuylkill near the said Ellis Hughes' saw mill, to Fort Augusta, and to advise and order such measures to be taken for opening and clearing the same, as to your honours shall seem meet and just.

And your petitioners will pray, &c.

Benj. Loxley, George McColloh, Joseph Paul, Wm. Ashbridge, Jacob Paul, John Biddle, Joseph Hart, Jacob

Edge, Robert Paul, Joseph Redman, Benjn. Davids, John Stephens, David Reynolds, Rob. Erwin, Samuel Wallis, Wm. West, Jr., Andrew Allen, Edward Shippen, Jr., William Smith, Hu. Williamson, Turbutt Francis, Joseph Shippen, Jr., John Cox, Jr., Wm. Scull, John Allen, Mathias Slough, Thomas Lemen, Ellis Hughes, John Lucken, Benj. Dean, William McCoskry, John Vanderm, Edward Milner, Jno. Paul, Jos. Mather, Jonas Paul.

Remarks on some of the signers:

Captain Benj. Loxley—A prominent and enterprising citizen of Philadelphia during the French and Indian War and the Revolution. He was a Lieutenant of an artillery company under General Braddock, and when Philadelphia was threatened by an attack of the Paxton boys in 1764, he had his artillery planted at the Court House to give them a warm reception. He was a member of the Committee of Safety in 1773, was in active service during 1775, commanded the first artillery company in the regiment under Colonel Samuel Mifflin, was recalled by Congress to superintend the cannon factory, and was promoted to the rank of Major. He was a man of great repute and influence.

Samuel Wallis—Resided in Philadelphia, but afterwards a resident of Northumberland County. One of our largest landholders.

Edward Shippen, Jr.—Secretary to Governor John Penn; also a landholder.

Colonel Turbutt Francis—Had command of Fort Augusta at one time. One of the first justices of this country; a large landholder, and one of the most prominent men of our region.

Joseph Shippen, Jr.—At one time in command of Fort Augusta, an important official in the provincial government; had large landed interests.

William Scull—Deputy Surveyor General. One of the first sheriffs of Northumberland County.

Thomas Lemen—A landholder; lived about five miles above the Forks.

Ellis Hughes—Owner of a saw mill mentioned in the petition. Supposed to have been one of the principal promoters of the great road. On the formation of Northumberland County, he resided at Catawissa. Was one of the first justices appointed. Stood high in Governor Penn's

estimation. Is supposed to have suggested the commission that laid out the great road.

"THE ROAD IS A TYPE OF CIVILIZED SOCIETY."

To the student of the history of our State and of our two counties, it is a topic of more than ordinary interest. It is the earliest colonial landmark of our region; it was the first successful movement to connect the Schuylkill and Delaware rivers with the Susquehanna; it was the first road to make direct connection between Fort Augusta and the capital of the province; it was a highway that afforded to the settlers an outlet to the markets, and to the emigrants and traders of Philadelphia and the lower counties, a safe and direct thoroughfare to the "Shamokin Country," and to the fertile territory watered by our noble river and its many tributaries.

The writer, while preparing these articles, made it his business to go over a large portion of this ancient road. Some pleasant days were spent in this task, wandering along the roadbed, abandoned in many places, but mostly in a good state of preservation. The art and skill of Macadam was not then known, but it answered its purpose, superceding Indian paths, and opening up to settlement one of the richest portions of our State, in mineral wealth and timber and agricultural products. Photos of interesting and romantic points along the route were taken, some of which may furnish a future illustrated article upon this subject.

COMMISSIONERS APPOINTED.

At a meeting of the Provincial Council held at Philadelphia, February 9, 1770, Governor John Penn presiding, the petition for the Great Road, as already recited, was read and formally considered, and the following persons were named as commissioners: Job Hughes, Henry Shoemaker, John Webb, Isaiah Willits, George Webb, Jonathan Lodge, and Henry Miller. The council requested that they should proceed to their duty with all convenient speed, and the first five complied. They were principally from Exeter township, Berks County, and were representative men of that period. Four of them, the two Webbs, Willits and Hughes, were Quakers. Job Hughes

was a Quaker preacher, and supposed to be a brother of Ellis Hughes, the owner of the saw mill before mentioned. On account of his peace principles, Job Hughes suffered imprisonment in the Lancaster jail for some months during the Revolution. The Hughes family were known to be warm friends of Governor Penn, and hence were looked upon with some suspicion by the violent partisans who insisted that this class should be compelled to take the oath of allegiance to the new government. About 1771, Job and Ellis Hughes became proprietaries of a large tract of land on which the town of Catawissa was located. It was first called Hughesburg, on account of the proprietors, who resided there for several years.

When Northumberland County was erected in 1772, Ellis Hughes became one of the first magistrates or judges of the new county. He was located at Catawissa, and in the dispute waged at that time between our province and the Yankee intruders at Wyoming, he, as such official, residing on the border of the disputed territory, held a very responsible position. During this period he became involved in a serious controversy with the notorious Captain Lazarus Stewart, one of the leaders of the Yankee settlement. Stewart was a renegade Pennsylvanian, who went over to the Yankee intruders. He had earlier been connected with the massacre of the Conestoga Indians.

THE COMMISSIONERS PERFORM THEIR WORK

When it is remembered that the road to be surveyed from Ellis Hughes' saw mill to Fort Augusta was beyond the frontiers; that not one house or settler was to be found along the proposed route; that the country to be passed through was a mountainous wilderness, occasionally crossing and sometimes following an Indian path; that the party were liable at any time to be ambushed and massacred by some roving band of hostile Indians, it will be admitted that the undertaking was not a pleasant excursion. The action of the Provincial Assembly, some years before this date, confirms that such an expedition was regarded as dangerous. Upon the appointment of Benjamin Lightfoot and another capable person to go over this route, with a view of opening a road to Fort Augusta, the Assembly

recommended that an escort of soldiers should go along for the protection of said viewers.

For the work on hand, considerable preparation was necessary. Several pack horses were needed to carry provisions and bedding; tents were required to furnish shelter at night; a hunter was essential to range the woods in advance and furnish fresh meat for the party; a surveyor, two chainmen, one rodman, two or three axmen, and a man in charge of the pack horses, who also served as cook, making in all a force of some fourteen or fifteen men. For such an expedition it was necessary that one or more of the party should be familiar with the country to be traversed—regular path finders—who would know where a mountain could be crossed to the best advantage, or where a passage through a gap would be preferable; the importance of keeping on high ground in order to insure a good road bed; the avoidance as much as possible of streams, and where they must be crossed; the best selection of fording places, as bridges were not then used. Another important item was directness of route, which was closely followed, the average bearing being about N. 55 degrees W. We have no record of the names of the persons on this survey, except those of the commission and Surveyor, Francis Yarnall. In reference to the latter, we learn from notes in our possession, that Francis Yarnall, a native of Chester County, when a young man, came to Exeter township, Berks County, and was a member of Exeter Monthly Meeting. In 1742 he married Mary Lincoln, a daughter of Mordecai Lincoln, the great-grandfather of President Lincoln. Francis Yarnall was a surveyor, which occupation led him to be familiar with the then frontiers of the province. About 1763 he took up a tract of land between Pottsville and Port Carbon, upon which he put up a log cabin, and cleared some land, but the Indians chased him away and destroyed all his improvements.

When the commissioners were appointed in 1770 to lay out the "Great Road," they selected Mr. Yarnall for the surveyor, knowing his fitness for the work. The route passed through a mountainous range of country, and the good judgment exercised in laying it out has been noticed by many surveyors of the present day. It is said that about ten days were taken in doing the work.

REPORT OF THE COMMISSIONERS.

On April 14, 1770, they reported to the Council that they had viewed the ground on places through which said road is requested, and being satisfied that there is occasion for the same, have laid out said road, from point of beginning to the bank of the river Susquehanna by the north west corner of Fort Augusta, of the length of thirty-nine miles and one-quarter, and nineteen perches.

Signed, GEORGE WEBB,
HENRY SHOEMAKER,
JOHN WEBB,
ISAAC WILLITS,
JOB HUGHES.

On the same date, the board confirmed the road, and declared it a King's Highway, and ordered that it be forthwith opened and rendered a commodious road for public service.

COMPLETION OF THE ROAD.

The great importance of opening up communication with the frontiers being well understood, work on the proposed road was begun at once, and pushed forward with all speed. Axmen and laborers were easily procured from the townships of Berne, Windsor, Maiden Creek and Exeter, Berks County. As there were no settlements along the proposed route, the men were obliged to work in one body, beginning at the saw mill of Ellis Hughes, and completing their work as they progressed. Food was hauled to them as they worked their way over mountains and through the wilderness. When they reached the point where Shamokin was afterwards built, they found a dismal pine swamp that must have reminded them of the place called the "Shades of Death."

The Great Road is said to have been finished during the early part of 1771. We can readily suppose that there was great rejoicing at Fort Augusta on that occasion. When the north western corner of the fort was reached, and the last spade full of earth was removed, the men dropped their tools and gave a loud hurrah, the garrison ran up the British Union Jack, and Captain Hunter ordered a grand salute.

How appropriate it would have been on that occasion if Colonel Turbutt Francis had been present, representing the authority of the Province. Standing at the terminus of the road just completed, he could have issued the following proclamation: "I publish the bans between Fort Augusta on the Susquehanna, and Philadelphia on the Delaware; if any one knows just cause or impediment why these two should not be joined together by the Great Road, let him declare it now, or ever hereafter hold his peace."

EARLY NAMES OF THE DISTRICTS CROSSED BY THE GREAT ROAD.

In Provincial times the country which the "Great Road" traversed was known under three different names. That part between the Blue and the Second Mountain, from the Lehigh and the Susquehanna, was named by the Moravian missionaries as Anthony's wilderness; the region between the Sharp and Broad Mountains, comprising the Southern coal field, was known as the Great Pine Swamp; and the remaining part, from the Broad Mountain to the Susquehanna, embracing the Middle coal field and the arable lands to the north and west of it, by common consent, was termed the "Shamokin Country." The names applied to the different sections show that at the time this road was constructed, the region through which it passed was a howling wilderness, only known to hunters, traders, surveyors, and roving bands of Indians. Not one settlement was made along the route at this period.

THE ROUTE OF THE ROAD.

I had supposed for some time that the saw mill of Ellis Hughes—the point of beginning, was located near the Seven Stars Hotel, on the Schuylkill river, and this opinion was shared by all with whom I had consulted. Upon an examination of Preston Miller's profile map of this road, however, I became convinced of my error, and commenced the search for some affluent of this river that would fill the bill for the starting point. For this purpose I walked down the turnpike from the Seven Stars house to the northern boundary of Schuylkill Haven, but found no stream. I was really baffled for some time. But fortunately, while locating Fincher's Ford, through the aid of

Surveyor Lightfoot's notes, the location of this historical saw mill was positively determined as being on a stream running through the Alms House Farm. This location was afterwards verified by Preston Miller, Esq., in a special survey made for this purpose. The course of the road will now be given.

Beginning at Ellis Hughes' saw mill on the old Windsor Road, and running West $\frac{3}{4}$ ths of a mile on the same, when reflecting North West for the new road $\frac{7}{8}$ ths of a mile, the house of Ellis Hughes was reached, on the east side of the river. Running nearly North from here for a half mile, the gap of the Second mountain was reached. From here it passed through the gap of the Sharp mountain and at a distance of $3\frac{1}{4}$ miles the road entered that part of the Great Pine Swamp, now known as Pottsville.

Where Lauer's brewery formerly stood it crossed the Schuylkill, and at East Norwegian Street it forded the creek by that name, and by what is now known as the Bull's Head road, it continued its course, running through what is now Sunbury Street of Minersville, thence to Primrose, over the Mine Hill to Mt. Pleasant, and thence to the top of Broad Mountain. Descending the same, it passed across the Red Shale Valley of Barry township on the site of Taylorsville, forded the Mahanoy Creek, and came over to Locust Summit, where the Merriam colliery is located, crossed the Locust Mountain nearly opposite Mt. Carmel, passed through the southern part of the Alaska Cemetery, then forded the Shamokin Creek near the Brennan farm. It next passed by where the Scott shaft is now located, and then through Stone Henge, now known as the Tomlinson farm—the first settlement in our region. From here the road passed on to Maysville, then down Coal Run Hill, and passed on the site of the Luke Fidler coal breaker, forming in part the boundary line of the Wetherill and Clark surveys on the north, and the Luke Fidler and John Brady surveys on the south. Near the corner of Commerce and Pearl Streets in the Borough of Shamokin, it ran diagonally across two blocks, coming out at the corner of Sunbury and Shamokin Streets. At this corner the road cut diagonally across the block on which the Kutzner buildings stand, until Dewart Street was reached. Running along this street a short distance, it de-

flected to the south, passing through the southern part of lots of C. Q. McWilliams, George O. Martz, Mrs. McConnell and George Marshall, and also the lots of the Washington school house, until a point was reached near the terminal of Sunbury Street, when the road abruptly turned to a bearing almost due north, passing over the site of the Cameron breaker, and following the winding of the creek on its right bank until the Weigh Scales was passed; and a short distance beyond the "Red Tavern," (Startzels), it forded the Shamokin Creek and entered Irish Valley in order to keep on high ground. After having passed the Joseph Bird and Michael Zuern farms, the road crossed to the right and commenced the tedious ascent of a ridge called Bear Hill. Passing the farm of old Philip Persing, and from there to that of Peter Martin, the summit of the ridge was reached. Here the road ran down Firey Run hollow—a weird looking locality even at this present time, and reached the valley, where it passed by the farms of Solomon Fagely and Charles Saxton, and from thence to Stonington, and from there to Fort Augusta. The road bed between Sunbury and Stonington was afterwards in part occupied by the Centre turnpike, but from Stonington eastward the turnpike followed the course of the Shamokin valley, as it was more thickly populated. It is said that in the early days of the turnpike the farmers were very much opposed to toll gates, and wherever possible, would take the Great Road, though a much poorer thoroughfare, in order to escape the tax exacted by the Corporation Road.

A few years after the opening of the Great Road, a number of settlers having taken up tracts of land at the head of Shamokin Valley, it was found necessary to open up a road for their use. A branch, beginning at the "Red Tavern," was constructed, extending to Paxinos, then known as Teitsworth's, and from there down the valley along the north side of Bear Hill, passing David Miller's farm, and connecting again with the Great Road at or near Solomon Fagely's farm. The name of the "Old Reading Road" was likewise bestowed on this branch, and in numerous petitions some twenty years later for opening up roads to connect with this branch, it was so designated.

SOME GEOLOGICAL OBSERVATIONS.

A trip over this old Colonial road by the geological student will afford him more good exhibits of the upper formations than any other route within my knowledge. The gaps in the Sharp mountain at Pottsville, and the Big mountain at Shamokin, with the territory in their immediate vicinity, are two points where the book of nature is thrown wide open with object lessons. Here the student can understandingly study the Pottsville Conglomerate, No. XII; the Mauch Chunk Red Shale No. XI; the Pocono Sandstone, No. X; and the Old Red Stone, No. IX. Between these two points he will travel across the Southern and the Middle Coal Fields, two of the richest deposits of anthracite coal in the world. No other territory in the State is so rich in mineral wealth as the broad acres of this anthracite domain that he has traveled over.

RESULTS THAT FOLLOWED THE OPENING OF THE GREAT ROAD.

As soon as the road was opened up for use, the travel over it was very great, some on foot, many on horse back, and others in vehicles. All emigration to this part of the state came over this thoroughfare, passing through what is now Shamokin. The rapid settlement in the "New Purchase," led to the creation of the new county of Northumberland, in March, 1772, covering over one-third of the territory of our province. So great was the desire to settle in the new country, that in 1773, three tracts were taken up in our wild section, upon one of which the town of Shamokin is now located.

One hundred and thirty years ago, the country through which the Great Road passed was an untamed wilderness. The whole region which it traversed is now known as the Middle and Southern Coal Fields, shipping millions of tons of coal annually. This whole region, now thickly covered by such thriving towns as Pottsville, Minersville, Ashland, and Mt. Carmel and Shamokin, was then a wild forest—a broad expanse of mountain and valley, rocky glens and deep morasses, with occasional paths for the moccasined Indian. From the Susquehanna to the Schuylkill, the bear and the deer roamed in unmo-

lest freedom, and the stillness of night was broken by the horrid howls of the famished wolf. But what a change has taken place! This wilderness has disappeared, and the haunts of the Indian and beasts of prey are no longer dreaded. In the place of the war-whoop of the savage and the screams of the wild animals, this region is now dotted with towns, coal mines, railroads and farms, where are heard the steam whistle and the hum of industry.

As soon as this road was opened it became a great thoroughfare. The products of the farms along the river and from the valleys were hauled over it to Reading, and merchandise was brought back on the return trips. The riflemen from Northumberland County, who joined Washington at Boston, in 1775, and did such effective service there, and at Quebec, are said to have traveled over this route; and the soldier contingent from this section in the War of 1812, that went to Marcus Hook to defend Philadelphia, marched through here, but no hearty welcome to those patriots came from these dreary wilds.

A FLIGHT OF THE IMAGINATION.

Let us imagine that some venerable citizen of antiquarian habits should be standing some pleasant afternoon at a point on Centre Street, overlooking the Great Road. Such a location is most favorable for this study, as right before him lay the road bed of the first outlet to and from our region. Suppose while in this trance-like mood, he could call up before his view, in rapid succession, all the parties that had traveled over this ancient highway during the past one hundred and thirty years. Suppose he should be able to talk with these parties as they journeyed along, learning the objects of their travels. He would find that one was an emigrant from Berks or one of the lower counties, who proposed to settle on these frontiers; another was a soldier marching eastward to join his command; another was an Indian Chief with his retinue, on his way to attend a treaty conference; another was a trader going to Fort Augusta to barter for furs; and another was a settler with his wagon load of farm products, on his way to Reading to exchange them for groceries and a small balance in a depreciated currency. Thus scene after scene will come up before him, with all the endless variety of a kaleidoscope.

But, alas, the spell is rudely broken. The bright rays of an arc light, and the clear ring of the bell of a trolley-car that is passing by from Schuylkill Haven, will awaken him from his reverie, and he suddenly emerges to the scenes of our modern times.

THE RETROSPECTIVE PERSON.

"He never thinks a man is truly great until he's dead;
And then he wipes away a tear and quotes what he has said.
He talks about the nations that long ago since have passed away,
And mourns when he compares them with the nations of today.

He talks about his boyhood and the fun that folks had then;
He talks about the actors that we ne'er shall see again.
He vows that everything worth while long since has gone before,
And life to him is just one grand, sweet funeral—nothing more."

Of the past he ever talks, be it for good or for ill,
Like Pembroke in his tales, about friend Yarnall's old mill;
The sites of ancient roads, he will most clearly define,
And tell about relics rare that he can fully outline.

The trolley and auto, for such things he has no time,
And he sighs for his old chaise that he had in youthful prime;
You may taunt and jeer at him for his many olden ways,
But he'll only look at you, a failure of modern days.

Some folks live for the present, others to the future look.
But all these are mistaken, in both life and in book;
From the volumes of the past, the best lessons are obtained,
And our antiquarian, the best results has obtained.

These remarks will conclude our long story of the Great Road, but in some future time the writer, under the head of Walks and Talks, will relate some interesting events that have occurred at various points along its route in the early days of "Auld Lang Syne." Could he be aided by some enchanter with his mysterious potion that would bring up all the past before his vision, how many legends and how many stories would be furnished him to write about, but, alas, in absence of this influence, we must rely upon the dusty records, the folk lore and meagre gleanings handed down by past generations.

Rambles Over a King's Highway of Colonial Times.

An Address Delivered Before the Historical Society by Dr. J. J.
JOHN, of Shamokin, Pa., January 12, 1905.

The present address is designed to be a sequel to my two former lectures. It was a privilege of my boyhood to read Peter Parley's historical stories of this country and other lands, told in such a familiar style as to fully interest his youthful readers. I was greatly charmed with his simple method of telling things, and had I the tact to use his colloquial style, I should certainly, on this occasion, use it in the treatment of my subject, even at the risk of the frequent use of the "perpendicular pronoun."

On our imaginary trip, it is supposed that "Pembroke" is accompanied by a few of his friends, all of whom are anxious for such a pilgrimage. The route will take us over one of the most interesting sections of our State. At many points halts will be made to talk about prominent persons and events of such localities.

Pennsylvania is an empire within herself, abounding in beautiful scenery, grand mountain ranges, fertile valleys, majestic rivers and clear brooks from crystal springs. But it is to be regretted that to many of our people, much of the above is still to them an unopened book. If such scenes existed in our New England States, or Great Britain, work after work would be issued portraying their beauty and grandeur. The following lines of an early American poet express this idea:

"Yet Nature's charms that bloom so lovely here,
Unhail'd arrive, unheeded disappear;
While bare bleak heaths and brooks of half a mile
Can rouse the thousand bards of Britain's Isle,
There scarce a stream creeps down its narrow bed,
There scarce a hillock lifts its little head,
Or humble hamlet peeps their glades among
But lives and murmurs in immortal song."

Our western world, with all its matchless floods,
 Our vast transparent lakes and boundless woods,
 Stamped with the traits of majesty sublime,
 Unhonored weep the silent lapse of time,
 Spread their wild grandeur to the unconscious sky.
 In sweetest seasons pass unheeded by;
 While scarce one Muse returns the songs they gave,
 Or seeks to snatch their glories from the grave."

SCHUYLKILL HAVEN.

"The air was mild, the roads embrown'd and dry,
 Soft, meek-eyed Indian summer ruled the sky.
 Such was the season when equipt we stood
 On the green banks of Schuylkill's winding flood."

The above lines, written just one hundred years ago by Wilson, the great American Ornithologist, in season and location seem quite applicable to the Rambles we now propose to dwell upon.

Schuylkill Haven was laid out in 1811, a few months after the organization of the county, with prospects of securing the county seat, but was defeated by its elder neighbor, Orwigsburg. Our pilgrimage will naturally begin here, as in its near vicinity, the Great Road of 1770 had its starting point. This prosperous borough is located on the eastern bank of the Schuylkill, just below the junction of its two principal branches. The Schuylkill, as one of the prominent rivers in our State, properly begins here. Located in the Orwigsburg valley, along which runs a limestone belt, it follows that the best farming region in the county is in this neighborhood. This accounts for the early settlements made in this section. Some pioneers, as Orwig and others, located on the fertile lands in this valley several years prior to the extinction of the Indian title. The absence of roads prevented new settlers from going far beyond permanent settlements. In 1760 it is stated that not one settlement was made north of the Second Mountain, but in North Manheim and West Brunswick townships, owing to the fertile soil found there, emigration to these townships commenced as early as 1750-52. Notably among the first settlers in the vicinity of Schuylkill Haven were John Fincher, James Boone, Valentine Trace, Thomas Reed, Francis Yarnall and Valentine Baumgardner, and a later date, Martin Dreibelbis, John Deibert, Jacob Krebs and others.

[About the year 1744 two brothers, Michael and William Deibert, settled respectively on the farms owned at present by Mr. John Filbert and Mr. Edward Peale.—Ed.]

Berks County was established in 1752, and soon after two leading roads were constructed for the use of the new settlements. The first was a road leading through the Tulpehocken country to Fort Henry at the base of the Blue Mountain. This was merged into the Provincial Road of 1768. The second road beginning at Reading, ran a northerly course along the east side of the Schuylkill river, passing through the fertile lands of Maiden Creek and Windsor townships, until Port Clinton was reached. The increasing settlements of Brunswick and Manheim townships required a better outlet to the County Seat, and this led to the extension of the Windsor Road through these townships, about 1754-55, terminating westwardly about a mile beyond John Fincher's Ford. This road from Reading to Schuylkill Haven we shall call the "Old Windsor Road." Now note the great changes that took place in this famous thoroughfare. In 1770, with a change at Francis Yarnall's mill, it was extended across a mountain district of some 40 miles to Fort Augusta as the Great Road of 1770. Some 25 years later, this road, to a large extent, was converted into the Centre Turnpike, an artificial road connecting the Delaware with the Schuylkill. What a wonderful transformation in road building!

The Indian trail and the bridle path were converted into the dirt road of 1770; this later was succeeded by the Centre Turnpike, the northern extension of a great artificial road system, the longest turnpike in the State, connecting the waters of the Delaware at Philadelphia with those of the Susquehanna at Sunbury. This improved channel for transportation was well patronized for a number of years. Fine stages for passenger traffic and great Conestoga wagons for merchandise lined this road. But in the course of years this prosperity gradually declined. Canals and railroads offered better facilities and undermined the revenues of this great road corporation. The Centre Turnpike finally abandoned or sold their road, and the toll gates, so unpopular with the traveling public, disappeared forever.

LOCATING ELLIS HUGHES' SAW MILL.

"Seize upon truth wherever found,
Be it pagan or Christian ground;
Among your friends, among your foes,
The plant's divine where'er it grows."

It was pretty generally conceded that Ellis Hughes' saw mill, the point of beginning of the Great Road of 1770, was located in the vicinity of Schuylkill Haven, and, in common with others, I supposed that it was located on the east bank of the main or Pottsville Branch of the Schuylkill, below the "Seven Stars Hotel." Under this impression, I made several futile searches to find the location. During my last search for this purpose, I stopped at the "Seven Stars," and made various inquiries about this ancient saw mill. I met several persons in this neighborhood, but all except one professed entire ignorance, regarding my queries as of little importance. I found one man, however, of middle age, who told me that he had heard his father say that when he was young he saw the remains of a race that might have been used for some kind of a mill, but, unfortunately, it was on the west side of the river. Concluding that I could not depend on such tradition, I walked down the pike toward Schuylkill Haven, anxiously looking for some point that might fill the bill, but all in vain. Not being acquainted with the geography of this section, I looked hopefully and carefully for some fair sized stream that emptied into the Schuylkill, but with like result. After all, was this saw mill only a myth? Such was the thought that ran through my mind, to be followed by some more probable ones. I reasoned that land marks of 100 or 150 years ago are exceedingly difficult and most generally impossible to find, without some additional testimony referring to them. The point in question may have been designated as a white oak tree, or a heap of stones, or a house or mill, but all these the surveyors will tell you are perishable monuments. The oak may have been blown down a century ago and rotted away; the heap of stones may have been utilized for building purposes, and the house or mill, in the march of improvement, may have been razed to the ground or destroyed by fire. In my county, two great coal land companies had their dividing line marked off by stone columns, at fixed distances, firmly inserted in the ground, which were supposed to be indestructible monuments. But only a few years later some of these stone columns were missing, and the land agent in the search for them, found one of them doing duty in the wall of a bake oven of one of the tenants, who had but little re-

gard for the scriptural injunction, "Thou shalt not remove thy neighbor's land mark." Fort William in your county is another instance of this kind.

It was well established by records that this Indian fort was on Pine Creek, about one and one-half miles east of Auburn, but its precise location was not determined. To Commissioner H. M. M. Richards was allotted the difficult task to ascertain its exact position, and he performed his duty well. The farmer's plough had obliterated every vestige of this provincial defence and therefore the Commissioner was obliged to resort to tradition. Mr. Richards found an aged man, who told him that his father had said that his father had frequently stated that a depression of the surface in a certain field was the cellar of this fort of 1756. The location named is probably correct, and was so regarded by Mr. Richards, but positive evidence of the exact spot is lacking.

Fort Augusta in my county was saved from the same fate, only by the preservation of its magazine, built in the ground with brick shipped from England. In my list of curios I have one of those bricks, which I took from its walls. Had this magazine been built on the surface, time's destroying hand would have scattered every fragment years ago. While on this topic we cannot neglect to give another example where tradition played its part, as this occurred in New England, whose people never lost an opportunity in writing up everything that happened in their history. I refer to Plymouth Rock, where the Pilgrims are said to have landed on December 21, 1620, and shall quote from Dr. Bliss' work on "The Old Colony Town."

"Where did you get your information? That is a question which should be put to all writers who, through the media of romance and tradition, have been weaving fables into the history of the Old Colony Town.

"Up to the year 1741, this famous Plymouth Rock, which is now the magnet of the town, rested on the shore unnoticed. It was in the way of commerce, and some persons having, as the phrase of the time was, "Libertie to Whorfe down into the sea," were about to cover it with a wharf. Then Thomas Faunce, ninety-four years old, came up from the back country and protested, and told the wharf builders that his father told him when he was a boy

that the Mayflower passengers landed on the rock. The memory of a man ninety-four years old is not likely to be correct in regard to words spoken when he was a boy. Moreover, Faunce's father was not a passenger in the Mayflower, and therefore he did not tell this story to his son from a personal knowledge of the landing. The wharf was built, and the Rock eventually became the doorstep of a warehouse."

Encouraged by my adopted motto, "Nil Desperandum," I called on my friend, Judge Henning, who has taken great interest in this question, for information, and was well rewarded. He told me he thought he could assist me. He said he had seen in the Sheaffer Estate office, an old manuscript pertaining to the Lightfoot Survey of 1759. I knew that such an appointment had been made, but was not aware that the survey had been actually made. We went to the office, got a loan of the manuscript for a few hours, and had Court Reporter Patterson make several typewritten copies. I studied my copy well, and was rejoiced to find that it furnished the key for the solution of the inquiry. As already stated, the old Windsor Road, at this time, had been opened from Port Clinton to the Schuylkill and extended a mile or so westward, reaching the present site of Cressona. At the Almshouse Farm it veered a few degrees southward so as to reach the Fincher Ford, where the river was crossed. It then deflected to a N. W. direction to Jordan's mill at or near Cressona. Lightfoot, accompanied by his party, all on horseback, rode over this road, carefully examining what repairs and changes of the road would be required, to make it a part of the Provincial Road to Fort Augusta.

The costs for such changes and repairs were estimated. No change in the general course of the road was made until they reached Yarnall's mill. As Lightfoot had contemplated to follow the West Branch of the Schuylkill and make the road as direct as possible, so from Yarnall's he kept about the same course westward, fording the Pottsville branch of the river at or near Connor's, and the West Branch at Cressona, thereby securing better fords and better ground for road building.

On March 23, 1759, Lightfoot began his survey. We will quote from his notes of that day: "We began the

road at the road already laid out (Windsor) from John Fincher's Ford on Schuylkill to Francis Yarnall's mill 343 perch easterly of said Ford (which place the mill several of the company say a good road may be had to fall into the said road (Windsor) about Jordan's Mill and is somewhat nearer than by way of said road now goes.)" The new road from Yarnall's, ran S. 85 degrees W. 223 p. at side of a small hill, continuing at several bearings and fording both branches of the Schuylkill. Fortunately for present inquirers, Lightfoot, in beginning his survey, took all possible means he had at command to secure his beginning point.

It is evident that Fincher's Ford is the key to the situation, and it will now be our duty to define its location. By an old draft of the Fincher tract furnished me, I found his farm was on the west side of the river front, on a curve, a short distance below the junction of the two railroads. The next step was to ascertain the location of John Fincher's house, where this family were murdered by the Indians. Chambers, in his history of the county, writes that the house stood where the round house afterwards stood, but was torn down some years ago. In locating the site of this building and as well as locating the mill, I was greatly assisted by Mr. A. A. Hesser, an active member of your Historical Society. The house was located as having stood on the upper end of the old fair grounds. This house of course stood in close proximity to the ford. So measuring 343 perches from the ford in an easterly direction should give an approximate point where the Yarnall mill stood. This will locate it near the Centre Turnpike, on the Almshouse property, west of an intersecting road coming down from the Second Mountain, near a fair-sized run that now furnishes water for the Almshouse. This stream furnished power for the mill, and in those early times had at least double its present volume.

After a period of 11 years had passed away, with its changes in this settlement, a second and successful effort was made to open a road from Schuylkill Haven to the Susquehanna. Lightfoot's road from Yarnall's to Jordan's mill had been opened, and Ellis Hughes, a son-in-law of Yarnall, had taken hold of his father-in-law's property and erected the historic saw mill so often referred to. On Jan-

uary 16, 1770, a petition for the Great Road was presented to the Governor and Council, which on February 9, was read and favorably considered, and a Board of Commissioners was appointed, and instructed to proceed to their duty with all convenient speed. The Commissioners attended to their duty so promptly that they were able to submit their report to the Governor and Council on April 14, 1770, and by them as promptly confirmed the same day, declaring it a King's Highway, and ordering that it be forthwith opened and rendered a commodious road for public service. The Commissioners wisely selected as their surveyor, Francis Yarnall, who had been Lightfoot's assistant in the first expedition of 1759. Mr. Yarnall was familiar with the wild and mountainous country to be passed over and exercised good judgment in selection of the route. By instruction given, this road was practically to begin at the same point as Lightfoot's of 1759—Lightfoot's starting point being Yarnall's mill, and Yarnall's, Hughes' saw mill. It is not likely that the difference between these two startings would vary more than two or three perches. Yarnall differs from Lightfoot by taking the Pottsville branch of the river. The personal interests of Yarnall and his son-in-law may have had some influence in this course. Yarnall owned a tract at Port Carbon, near to the proposed road, and Ellis Hughes owned the Norway tract at Pottsville, through which it passed, following the Norwegian Creek.

SOMETHING MORE ABOUT THE LOCATION OF HUGHES' SAW MILL.

"There are truths of so little probability as to appear as fictions, and fictions so like the truth that the ordinary observer is very apt to affirm that he was an eye-witness to their existence."—Cooper.

The first clause of the above quotation is not given for our purpose, but the second is really our text, used to show that fiction, the fruit of tradition, when skillfully handled, may bear so close a resemblance to the truth, as to deceive unthinking people. As I have made the statement that Ellis Hughes' saw mill was not on the Schuylkill river, nor received its water power from that source, I suppose the burden of proof will fall on the affirming party.

I cheerfully accept the task, and offer my proofs under the following heads:

1st—The petitioners' prayer does not indicate that Hughes' mill was on the Schuylkill, and Ellis Hughes, one of the petitioners, as owner of said mill, should certainly have known where it was situated. The last sentence contains the real gist of their wants, and reads as follows: "Wherefore, your petitioners pray, that the Governor and Council will be pleased to appoint Commissioners to view the Grounds, and lay out a King's Highway or Public Road, from Schuylkill near the said Ellis Hughes' Saw Mill, to Fort Augusta, and to advise and order such measures to be taken for opening and clearing the same, as to your Honours shall seem meet and just. And your petitioners will pray, &c."

2nd—On February 9, 1770, Governor John Penn and his Council held a session at which the petition was read and acted on favorably, and a Commission of 7 were appointed for this purpose, directing that they or any four of them, "do view and lay out a road from Schuylkill, near the said Ellis Hughes' Saw Mill, in the most convenient and direct Courses, through the County of Berks to Fort Augusta, and to make a Return of the Courses and Distances, and a Draught of the same, into the Provincial Secretary's Office, with all convenient Speed, in Order to be confirmed by the Governor and Council, if the same shall be approved."

3rd—On April 23, 1770, the Commission reported in favor of said road as follows: "The Secretary laid before the Board a Return and Draught of a Road laid out and Surveyed, pursuant to an order of Council of the 9th of February last, by the Persons therein appointed, from Schuylkill, near Ellis Hughes' Saw Mill, through the County of Berks to Fort Augusta, which was read and follows in these words, viz: To The Honourable John Penn, Esquire, Lieutenant Governor, &c., and the Gentlemen of his Council within named: We the Subscribers in the within Order named, In pursuance of the said Order, have viewed the Grounds and Places through which the said road within mentioned is Requested, and being satisfied that there is Occasion for the same, have laid out the said road as follows, to wit: Beginning in a Road formerly laid out

from Schuylkill near Ellis Hughes' Saw Mill, down towards the Town of Reading, and three Quarters of a Mile down the said Road from Schuylkill."

4th—Confirmed by the Board—"The Board taking the said return and Draught of Survey into Consideration, do hereby Confirm the Road according to the Courses and Distances set forth in the said Return of Survey, and do declare it to be a public Road or King's Highway. And it is ordered that the same be forthwith opened and rendered commodious for public Service."

5th—A blue print of the courses and distances prepared by Mr. Preston Miller of Pottsville.

6th—A draft by Mr. Preston Miller, showing the location of the saw mill, and that portion of the Lightfoot road taken by them to the 2nd station at a course of 87 degrees W., which was reported by Lightfoot as S. 85 degrees W., clearly showing it to be part of Lightfoot's road. The small difference of two degrees could easily occur in the construction of the road, or from variation of the compass in 11 years.

The question, "Where did you get your information?" is certainly most fully answered under the numbered items given from authentic records—no traditions included.

Another question might arise—where was the water supply for the saw mill derived from? This was pretty fully answered in my last lecture, but I will now add a few sentences. The region about this mill was covered with one of the finest timbered forests in our State. The swamps and the banks along the river were covered with hemlock timber, and immediately beyond and above the hemlock grounds, was an immense area, covered with one of the finest growths of white pine trees ever known.

In 1780 while our country was still in the throes of the Revolution our Government made arrangements with James Wilson to cut masts for our ships, and for those of our ally, France, which were floated down the Schuylkill to Philadelphia. The following letters will show the valuable pine timber here grown, and the interest our Government took in securing a portion of these noble pines.

: Admiralty to Pres. Reed, 1780.

Admiralty Office, 7th Septemr, 1780.

Gentlemen :

The board of Admiralty some time in the spring of the present year, agreed with James Wilson, Esq., for Masts for the Navy of the United States, to be cut up the River Schuylkill, and consented that Captain Leary of the Marines should superintend the workmen who were to be employed in that business. On the 4th instant the board received a letter from Capt. Leary dated Reading Sepr. 1, 1780, informing them that he was entirely interrupted in the important business they were pleased to direct him to perform near the Blue Mountains, by the inroads and depredations of the savages in that state, and hoped that the board would use their interest with them as well as that the defenceless inhabitants of the frontiers might be protected, as to secure those parties work under his direction in that part of the country.

The Board are informed that masts suitable not only for our ships, but for those of our illustrious Ally may be cut in that quarter, that in fact a number of very fine masts are cut, and ready to be hauled to the river, that many more may be procured if protection should be afforded the workmen. The same force that would protect the workmen, would also protect the inhabitants of that part of the country, and we believe that there is no other place where masts can be had without requiring larger guards than will be necessary at the place where Capt. Leary is. A company of fifty or sixty might be sufficient for the purpose.

Sensible of the importance of procuring masts for the purposes mentioned, we do not doubt but that you will furnish a force sufficient for the protection of the workmen employed in this necessary business.

We have the honor to be

with great respect

your obedt. Humble Servants,

FRA. LEWIS,

by order.

Directed,

To His Excellency the President & supreme Executive council.

From Pennsylvania Archives, Volume 8, pages 542
and 543.

James Wilson to Mons. Holker, 1780.

Sir,

I have this day received a letter from Capt. Leary, the Superintendent of the Workmen who are employed in cutting Masts up Schuylkill. He informs me that a body of Tories and Indians have lately made an incursion into that neighborhood, and have killed a man and two children within a mile of the place where he is stationed. He also mentions, that he has been frequently told that the Indians intended to take him and his party. A detachment of the militia marched to that part of the country. They have been kept to secure the masts which have been cut for the use of the King's Navy. The express, who came with Captain Leary's letter tells me that a number of very fine masts are cut and ready to be hauled to the river. Many more may be procured, if protection is afforded to the workmen. It is easy for the savages to render the masts useless by cutting or notching them. The same force that would protect the workmen will also protect the inhabitants of that part of the country. I know no other place where masts can be had without requiring larger guards than will be necessary at the place where Captain Leary is. It is of public consequence that the masts already cut should be secured, and that more should be obtained.

I have not the least doubt that the Minister Plenipotentiary of France will think it proper to apply, on this occasion to Congress or to the Supreme Executive Council of this state for a force sufficient to accomplish those valuable purposes. I beg you will speedily make the necessary representation to his Excellency on this subject.

I have the honor to be with great Esteem Sir,
your most obedt. h'ble Servt.,

JAMES WILSON.

Philad., 4th Septr. 1780.

Directed,—To the Honorable John Holker, Esquire.

From Pennsylvania Archives, Volume 8, page 541.

James Wilson to Mons. Holker, 1780.

Sir,

The place where the workmen are employed in cutting masts is on Schuylkill near the Gap of the Second Mountain, and about thirty-five miles above Reading in Berks County. It is, I believe the most advantageous pass for covering the frontiers of that part of Pennsylvania. A guard of sixty or eighty men, would I presume, be sufficient for the purpose.

I have the Honor to be Sir,
your very h'ble, Servt.,

JAMES WILSON.

Philad., 6th Sept. 1780,

Directed, To The Honourable John Holker, Esquire.

From Pennsylvania Archives, Volume 8, 542.

Beyond the luxuriant growth of white pine, great oak and chestnut trees covered the soil, affording ample shade. The next belt was the growth of yellow pine, succeeded by the rock oak and the jack pine. A region thus covered by a virgin forest, had its moisture increased from the exhalation of its foliage, and by the shade thus secured, rapid evaporation of the same was prevented.

Under such conditions it is safe to say that our small streams from mountain springs at that period had twice the volume of the present time.

I will next call your attention to the great results that may accrue from the storage of water. As I traced the Almshouse Run, following it up through the ravine in Godfrey's Ridge, I noticed the spot where a great basin could be made by a moderate sized dam—a basin that would hold many millions of gallons of water. The results to be obtained from such a storage are very great. The following amusing account, how the storage of water in a neighboring stream to our run, secured to Orwigsburg the County Seat in 1811, is taken from S. A. M.'s Historic Gleanings:

"The creek which lingers about Orwigsburg is a branch of the Mahannon, flowing in a southerly direction, one part of which is called Hoy's Creek, a local name acquired from the fact that it flows through the farm and over the land owned by Mr. Hoy and his descendants. It

served in early times to supply water power for a number of mills located on its banks. An incident of the most amusing nature is told, in connection with this creek, of Mr. Peter Frailey, the father of the late Hon. Charles Frailey. Among the interested men in getting up the petitions, praying the Legislature to create a new county, Mr. Peter Frailey was energetic and enthusiastic; and having his inclinations warmly enlisted in favor of establishing the county seat at Orwigsburg, he left no effort untried to accomplish this object. There was direct and influential opposition to this plan, and when the "three disinterested commissioners" appointed by the Governor, arrived from Berks, they met with conflicting interests. Mr. Dreibelbies, an uncle of Ex-Sheriff Reed of Pottsville, an influential man living where Schuylkill Haven is now situated, presented a strong claim for that locality. Knowing the desirability of a good stream of water near a town, Mr. Frailey, it is said, resorted to strategy to advance the qualifications of his resident place. Divulging his plans to the proprietors of the several mills, he readily gained their hearty co-operation. They filled the dams along the streams to their utmost capacity and closed the sluice gates, thus preventing the onward flow of the water to the river. At the appointed time when the Commissioners arrived at the town to make a survey of its proportions and facilities, by a concerted action, the sluice gates were opened, and Mr. Frailey presented a rushing, rolling stream of water, which fully satisfied the minds of the Commissioners and had its effect in the aggregate in determining the weighty question. This reminiscence is stored up in the minds of the old residents, but whether others were not parties to the artifice is not revealed."

We will now leave the saw mill location, which is Station 1, and travel down the Lightfoot road, now the turnpike, for $\frac{3}{4}$ ths of a mile, taking the course of S. 87 degrees W., when we shall reach Station 2. Should we have continued on in this course we would have reached the river near Connors. At Station 2 we go 20 perches and only 4 degrees west of due north, reaching Station 3. From here we go 26 perches and 14 degrees west of north to Station 4, and so on in a N. W. course, until we reach the Ellis Hughes' house at Station 7. The house is sup-

posed to have been a short distance below the "Seven Stars Hotel." The distance of the house from the saw mill was 517 perches, and 277 perches from where the road changed its course northward and left the Lightfoot road. This house is supposed to have been used for temporary purposes and that his actual residence was at his mill.

This house on the river stood at the head of river navigation, and doubtless this place was his wharf in sending his rafts of timber, staves, hoop poles, shingles, etc., down to Philadelphia, when there was high water. Traveling 186 perches further we reach the Gap of the Second Mountain.

As we travel along and through the narrow openings called the gaps of the Second and the Sharp mountains, we find all the available space occupied by the Schuylkill river, the canal bed, the Centre Turnpike, and the road beds of the Reading and the Pennsylvania Railroads. The canal here has been abandoned for some years, the walls of its locks are still standing, but its channel is dry, and covered with a rank growth of grass, weeds and bushes. On the occasion of a recent visit to this spot, the writer saw a hunter in the bottom of the abandoned canal gunning for rabbits, which he said were very plentiful here.

Stopping here between the gorges of the two mountains, we will notice that the Schuylkill now has a very considerable descent, in places amounting to rapids, and that its flow is disturbed by great boulders in its progress to reach the placid waters at Schuylkill Haven. In early times, this stream, abounding with trout and other fresh water fish, and shaded by the dense foliage of stately trees, was a body of pure water from hundreds of mountain springs—so pure and refreshing that the traveler, though not thirsty, was tempted to drink the sparkling fluid. But what a difference now! Could I induce any of you, however thirsty, to quench your thirst from this polluted stream? This once pure Schuylkill has become a scavenger stream to convey away the debris of the mines, and the filth from the many towns and villages along its banks. And how sorry we ought to feel for our fellow beings in Philadelphia, who are compelled to imbibe this contaminated fluid. I suppose to many of them ignorance is bliss.

On reaching the gorge of Sharp Mountain, we will no-

tic Mt. Carbon, located in a narrow but very romantic defile between the Second and Sharp mountains. It was at one time a place of much business, as the canal ended here for a time, but later was extended to Port Carbon. The terminal of the Reading Railroad was also here for several years. The turnpike crossed the river near here, and what is now Centre Street from Mt. Carbon to and through Pottsville was originally the road bed of the turnpike. At Mt. Carbon formerly stood a famous toll gate, with its portentous sign and schedule of charges, staring the weary traveler in the face. Doubtless at this gate many disputes took place between the keeper and travelers. But all this has ended. The sign has been removed, the gate taken down, and the keeper and the travelers have all gone through the fated gate of death, whence there is no return.

"The old turnpike is a pike no more—
Wide open stands the gate;
We've made a road for our horse to stride,
Which we ride at a flying rate;
We have filled the valleys and levelled the hills,
And tunneled the mountain side;
And round the rough crag's dizzy verge,
Fearlessly now we ride!

On-on-on-with a haughty front!
A puff, a shriek and a bound;
While the tardy echoes wake too late
To babble back the sound;
And the old pike road is left alone,
And the stagers seek the plough;
We have circled the earth with an iron rail,
And the steam-king rules us now!"

TUMBLING RUN.

Before leaving this place, I must devote a few minutes to this delightful resort so highly esteemed by all who have visited it. It is situated to our right, between two mountains, a rollicksome run, hurriedly seeking to unite itself with the Schuylkill. Doubting our capacity to justly describe this romantic place, we will borrow the classic language of the talented writer of "Historic Gleanings."

"However interesting may be the statistical facts connected with the construction, the proportions and the capacities of these bodies of water, (and they are both interesting and valuable), the beauty of the surrounding scenery, the pleasures attainable, which may be enjoyed, and have been experienced since first these reservoirs were constructed, cannot be calculated by numbers, or measured by fathom or chain. Hemmed in between two mountain

sides, rugged enough to make climbing an intense pleasure, these mimic artificial lakes repose quiescently 'neath the bright effulgence of the noontide sun, and gently ripple under the soothing influence of the shadowy noon. Who has not reveled in this lovely retreat, lingering on the hillside, skipping pebbles over the glassy surface of the water, lying midst the lovely verdure on mossy reclines, dreaming of fairy visions 'neath the sheet of transparency, or building castles which tower until they topple over, gathering tinted leaves along the banks when nature sheds her dress of foliage, sailing in tiny boats upon the placid bosom of the water, beneath the benign influence of the silver moon, or skimming with agile step and graceful skill over its frozen surface? Poets have sung of the beauties of Tumbling Run; artists have delineated its pictures upon canvas; the camera has given us exact impressions of its lineaments; but nothing can so correctly portray its loveliness as the perfect pencil of realization which traces upon the tablets of memory pictures of association and reality, blended into one perfect diorama of indelible attractiveness."

To complete the above, I take the liberty of quoting two stanzas from a beautiful ode to this stream, the product of one of Pottsville's most talented writers:

"The Druid oaks that stud thy mountain shores
Are temples for the nightbird as he sings
His doleful lay when he, with folded wings,
His night watch keeping, guards his well-earned stores.

Yes, this is Nature's realm, its fitting home;
Here comes no stranger art to mar the scene;
Here earth, and air, and sky are all serene;
Here would the weary pilgrim ever roam."

Passing through the contracted gorge of the Sharp Mountain, and noticing the fine exhibit of the coal measures here displayed, we reach Pottsville, which for many years has been famous as one of the great centres of the Anthracite coal business. Here we are shown where coal was first discovered, when its qualities as a fuel were unknown; and are told that just one hundred years ago, Col. George Shoemaker hauled through this gap to Philadelphia, a two horse load of black stones, being the first load of Anthracite coal that was ever mined in Schuylkill County, and the first transportation of same to market. We are further informed how disappointed Mr. Shoema-

ker was when his fuel was condemned as worthless, and he was regarded as a fraud, and his precious freight was consigned to a vacant lot as a common nuisance.

Not one settlement north of Sharp Mountain had been made at the time the Great Road was opened. A few tracts had been taken up previously. As early as 1751, Edmund Physic secured a tract called the Pomona tract, and in 1766, Ellis Hughes took up the Norway tract. Pottsville is located in part on these surveys. About the same time, Francis Yarnall, the surveyor, had a tract surveyed near Port Carbon, and had made some improvements, but the Indians chased him away and burned his cabin.

While at Pottsville we are further shown the site of the famous Pioneer Furnace, where through the united and untiring efforts of Burd Patterson, Mr. Lyman, Nicholas Biddle of the United States Bank fame, William H. Marshall, Dr. Geissenheimer, and some others, the first successful experiment was made in 1839-40 to smelt iron by means of Anthracite coal.

The happy effects of this experiment upon our manufacturing and mining industries mark it as one of the great events of the century. On January 23rd, 1840, a dinner in honor of the success, was given at Mount Carbon, and an award of \$5,000 was given to Mr. Lyman for this achievement. A speech was then made by Mr. Biddle, a few extracts of which we will here insert, as they are of rare merit:

"And this, after all, is the great mystery—the substitution of what is called the hot blast in lieu of the cold blast. Let us see the changes which this simple discovery is destined to make. As long as the iron ores and coal of the Anthracite region were incapable of fusion, the ores were entirely useless, and the coal nearly unavailable for manufactures, while, as the disappearance of timber made charcoal expensive, the iron of Eastern Pennsylvania was comparatively small in quantity and high in price, and the defective communication with the interior made its transportation very costly. The result was that with all the materials for supplying iron in our own hands, the country has been obliged to pay enormous sums to Europeans for this necessary.

"This dependence is deplorable; it ought to cease forever; and let us hope that with the new power this day acquired we shall rescue ourselves hereafter from such a costly humiliation. We owe it to ourselves not thus to throw away the bounties of Providence, who, in these very materials, has blessed us with a profusion wholly unknown elsewhere. With these resources you would have abundant employment, if you could only supply the present wants of the country, for which we are now dependent on foreigners. But the sphere is every day widening for the consumption of iron. The time has come when nothing but iron roads will satisfy the impatience of the traveller and the competition of trade. The time is coming when iron ships will supplant those heavy, short-lived and inflammable structures of wood. If the coal and iron have made Gréat Britain what she is, if these have given her the power of four hundred millions of men and impelled the manufactories, which have made us, like the rest of the world, her debtors, why should not we, with at least equal advantages, make them the instruments of their own independence?"

Looking to the west of the point at which we are located, we notice a tall iron shaft, with the appearance of marble, which was erected about 1855, in honor of Henry Clay. How appropriate at this location, to erect a monument in honor and memory of the great advocate of American manufactures and American labor. (The ground upon which this monument stands was donated by John Bannan, Esq.)

All honor to Burd Patterson, through whose busy and fertile brain and enterprising spirit, the Pioneer Furnace was expressly built, to prove that Anthracite coal would smelt iron successfully, if the proper conditions were employed; all honor to this public spirited and far-seeing man, whose life was devoted to the development of mining and manufacturing interests of his town, county and state. Another iron shaft by the side of the Clay monument should be erected to perpetuate his name.

And in this roll of fame we must present another name, well deserving of the honor. I refer to the late Benjamin Bannan, the veteran editor of the Miners' Journal. The two names, Bannan and the Miners' Journal, are so closely

connected, that when you mention one, the mind immediately associates it with the other. In my list of great editors I find four names at the head of the list—Greely, McMichael, Bannan and Freas of Germantown. In the good old days, when the great Whig party was in its prime, these men were giants in the struggle for the success of its principles. In the campaign of 1840 of "Tippecanoe and Tyler too," Mr. Bannan published the "Log Cabin," a campaign paper that did yeoman service. I hold in my hand one of these papers that I have taken from my file, to show what a good partisan paper it was.

The Miners' Journal was justly looked upon as the organ of the coal trade, and its articles on coal affairs were widely copied by all the leading papers. His many services for the welfare of his town, county and state, should keep his memory green in our remembrance.

We will now resume our journey over the Great Road, passing on our way towards Minersville, another great centre of the coal industry. Near this thriving town on our route, in 1844, stood the coal works of Gideon Bast, one of the most prosperous and thrifty coal operators of that period. No coal breakers were then known in the county, and at best only "penitentiaries" were to be seen, where the coal was broken by hand over iron bars, and screened by man or horse power.

This was a very tedious process, and made the output at the mines very small in comparison to what would now be expected at a colliery supplied with first-class machinery moved by steam power. Here the first regular coal breaker was put up, and here iron rolls, armed with terrible looking teeth, were introduced, propelled by a steam engine, to munch and crunch great lumps of coal with a most voracious appetite. The experiment was so satisfactory, that it may well be put down as one of the great epochs in coal mining history. We will here give an account of the first introduction of the Batten Roll.

The first practical application of the Batten Roll for breaking coal was made by Gideon Bast, at his colliery near Minersville, in 1844, and it proved so satisfactory, that it was soon introduced at other collieries in Schuylkill County, and in the course of a year, came into general use.

The following account of its first introduction is taken from the Philadelphia Ledger of April 6, 1844:

"Mr. Batten's Coal-Breaking Machine, which was invented, made, and for some time in operation in this city, has, we learn, been purchased and put up and in operation, in connection with a ten horse power steam engine, at or near Minersville, Schuylkill County, by Mr. Gideon Bast, Coal Operator of that place. Those engaged in the coal business in Schuylkill County, can therefore now have an opportunity, we presume, of examining, in their own immediate vicinity, the performances of this wonderfully powerful machine, which we believe to be a valuable labor-saving improvement.

Its advantages are highly estimated by Mr. Bast, and by others intrested in the business, who have witnessed its performance, as we notice by certificates which they have given to that effect, and one is about to be constructed and erected for Andrew B. White, of Pottsville, another for the extensive mining operations of the Delaware Coal Company, in Pottsville, of which John K. White, of this city, is President, and others by other parties.

With an engine of sufficient capacity, say ten horse power, it is estimated that this machine is capable of breaking 300 tons per day, equal to the labor of 60 men of 5 tons each, or of nearly 40 men at 8 tons each. It may be so connected with a number of screens as to have the coal screened equally as rapidly. It is believed to possess a double advantage over the usual mode of breaking coal by hand, by not only saving an enormous cost of time and labor, but by causing from 50 to 100 per cent. less waste than by the present mode of breaking on places adapted to the purpose. The charges made by the inventor for the right to use the machine is two cents per ton."

The statement of the Editor, that the use of the Batten Rolls would reduce the waste in preparation 50 per cent. or more, was found to be incorrect, as the experience of many years has proven that the wastage under the new process was fully as great, if not greater, as that by the primitive method. Mr. Batten proposed a royalty of two cents per ton for the use of his patent, and had he been successful in collecting it, what an immense revenue he would have derived from his invention if applied to the

coal tonnage of the present time. But the inventor fared badly. He was involved in litigation for many years in defending his patent and collecting his rentals. Further reference will be had to this subject when we reach Shamokin.

Again proceeding upon our trip, we soon reach Minersville, and find ourselves upon the principal thoroughfare, Sunbury Street. It was so named as it occupied the bed of the Great Road that led to Sunbury and the Susquehanna Region.

The first settler here was Thomas Reed, who came to this place in March, 1793, some 23 years after the King's Highway was opened. He built a tavern on this road, now Sunbury Street, and also put up a log distillery. The hotel, as it was half way between Reading and Sunbury, was called the "Half Way House," and sometimes the "Red House." It was a famous stopping place for emigrants and traders in early times. Mr. Reed kept the tavern until his death, 1814-15.

During the War of 1812, a company of soldiers was drawn from the Shamokin country and sent to Marcus Hook, on the Delaware River, to defend Philadelphia from an invasion of the British forces. The company was commanded by Lieut. Joseph Driebelbies. These soldiers were principally from Shamokin township. Among whom were John Fry, the drummer, Adam Gilger, the fifer, John Boughner, Solomon R. Krick and John Richards. The first night they encamped at Paxinos, then known as Tietsworth's, and the next day they marched through what is now the town of Shamokin, and probably stopped the second night at Jesse Yarnall's, now Taylorsville.

The third day, as they approached the "Red House," marching to the martial music of Gilger and Fry, a simple-minded boy saw them coming, and mistaking them for Indians, he ran in great haste to the "Half Way House," and told Mr. Reed that a large band of red skins was rapidly approaching. This news greatly alarmed the good people of the house who were at a loss to know what to do, and were terribly frightened, until they saw that they were our militia. It is needless to state that the only attack made was on the contents of Reed's Still House, which was only a short but "spirited" action.

The first post office in our county was established at Sunbury in 1795, and shortly after offices were opened at the towns of Northumberland and Milton. The mail between Sunbury and Reading was carried by a resident of the former place, who traveled this lonely route on foot, with the mail on his back, accompanied by his faithful dog. One day this poor mail carrier was found murdered on the roadside, at a place now called Primrose, about $1\frac{1}{2}$ miles above Minersville. By his side the dog sat watching his master, and when the party had dug a grave and undertook to bury the mail carrier, he for some time made violent opposition, but finally yielded, and returned to Sunbury. It was supposed that the murder was the work of some roving Indians.

At Primrose, the Lytle Coal Company are now developing a great colliery, under the management of Mr. Arthur Kennedy, recently of Shamokin. We should stop here and have a talk with the gentlemanly manager, who would take pleasure in showing us the improvements; but our time is too limited, and we move on. We soon reach the summit of the celebrated Mine Hill, where we must stop, as here an excellent opportunity is afforded to take a full survey of the Southern Coal Field at one of its best points. What a grand view of the mining region is spread out to us on every side! Looking to the south, the great coal basin of the Sharp Mountain is spread out before us, and turning to the north, the Mine Hill basin, extending to the Broad Mountain, with its many collieries, attracts our attention.

Eli Bowen, a writer on coal topics in 1853, stated that a single vein of coal in the Mine Hill region, for several years past, has returned an annual rental of over \$62,000 to the proprietors. He further stated that "an acre of coal land in Schuylkill County, estimated at twenty-five cents per ton, is worth from \$20,000 to \$30,000 per acre." These seem like fabulous prices, as the writer has never heard of the price per acre exceeding \$1,000. At Mr. Bowen's estimates, what immense revenues would be realized on a 25 per cent. valuation!

All the tracts in this great coal field, previous to the discovery of coal and its known value as a fuel, were held at a low estimate of value, and most of them were sold at

various dates at tax sales, for a mere pittance. About 1829-30, when their value became known, a great speculation occurred in these lands, and many thousands of dollars were won and lost. It is said that Girard secured many valuable coal tracts in the Mahanoy coal field at the small cost of about 10 cents per acre; and in the Shamokin region, some of the most valuable tracts were purchased at tax sales for a still smaller sum, even as low as from 5 to 7 cents per acre.

Some 30 years ago, these coal lands and collieries that we see from our point of observation were principally in the hands of individuals, but to-day they are all swallowed up by mammoth corporations with headquarters in New York City. Is this change going to better our coal regions? I think it will be for the betterment of the general public, if the rights of the miners are respected, and the wages so justly due to such a dangerous calling are awarded to them. The welfare of our mining towns and districts depends almost entirely upon the prosperous condition of our miners. If they are reduced to pauperism, all property holders are great sufferers. And further, these great corporations with adequate capital, owning large bodies of coal territory, can mine coal to a much better advantage than the individual operator can. With the adoption of the best methods of mining, and the most approved machinery, they are in a position to regulate the coal trade, which, in former years, was badly managed. Under the restriction of wise laws that will afford mutual protection to all parties interested, it seems to me this new condition of things will work to the advantage of all.

While on this summit, there are a few more points to which I wish to call your attention. Looking over the large expanse of country now under our view, stretching along the Schuylkill Valley between the Sharp and the Broad Mountains, we observe a territory almost entirely denuded of its forests. Years ago, this was a well-wooded country, but through wanton waste, fully one-half of its timber was destroyed. The remainder was consumed by the mines, and now there is a timber famine in this territory. The same extravagance was followed in mining the coal beneath its surface. Through ignorance and criminal carelessness millions of tons of the best Anthracite have

been irrecoverably lost. So great has been this wastage, that a few years ago it was found that only one-third of the coal in the ground reached the market. This is a fearful waste of our principal fuel, that in 50 years hence is likely to become a precious commodity. It is thought that by recent improved methods in mining, and the preparation and sale of Pea, Buckwheat and Rice coals, the wastage has been reduced to 50 per cent. I will refer to another point. It seems that the first discoveries of coal in Schuylkill and Northumberland Counties were made at about the same time, and along points on the Great Road, where cuttings were made in crossing anticlinals of the upper Red Ash veins, as the Primrose. The Mammoth and other White Ash veins, lying deeper, were not thus exposed, and hence were found at a later date.

But now, having had a good rest, we will resume our journey and cross the Mine Hill Basin and commence to climb the Broad Mountain, which practically fills the same geological position here that the Big Mountain does at Shamokin, being the northern boundary of a coal field. We continue our walk up the mountain road, having a gradual ascent, until Mt. Pleasant is reached, which is about six miles from Minersville. Here there are one or two hotels and a few houses. Continuing our walk about $\frac{3}{4}$ ths of a mile further, we reach the top of the Broad Mountain, the northern boundary of the great coal field that we have passed over, and now we enter the Mauch Chunk Red Shale Basin. Descending the mountain, which is always steeper on the Red Shale side, about $\frac{3}{4}$ ths of a mile, we reach the celebrated Buck Horn tavern, an ancient log building occupied for the purpose probably for the past 100 years. No doubt many traditions are connected with this Inn of the olden times, still isolated in the woods, but being unable to give them, we shall proceed down the mountain to the Red Shale Valley of Barry township and Taylorsville, some three or four miles from Buck Horn.

The village of Taylorsville, like many other places in our State, is a misnamed one. Properly, it should have been designated Yarnallton, or Yarnallville, in remembrance of its first settler. Francis Yarnall, at the completion of the Great Road, took up a large tract of land where

this town is located, and with his sons, Isaac and J  sse, settled here and improved their properties. As the southern line of our newly erected county was not well established, it was supposed that his settlement was in Northumberland County, and he was therefore in the first assessment of Augusta Township assessed as one of its taxables. In the first granting of licenses in 1772, the name of Francis Yarnall appears as one of the first authorized inn-keepers of our county. Some years later this line was established, which placed Mr. Yarnall in Berks County. This inn was very necessary for the benefit of the increasing travel over the Great Road to the Susquehanna Region. Francis was succeeded by his son Jesse, who kept this inn for many years. It is said that a portion of this ancient stopping place is still standing.

When Schuylkill County was erected in 1811, Isaac Yarnall served as one of the members of the first Grand Jury. The two brothers had large holdings of land. Jesse at his death held about 1,500 acres at Taylorsville, besides a valuable tract of over 200 acres in Northumberland County, now occupied as the site of the flourishing Borough of Mount Carmel. Isaac had likewise large holdings, and made the first efforts in iron manufacturing in this section. He erected a forge afterwards known as Otto's forge, and also a charcoal furnace the ruins of which you will notice, are still to be seen.

In the grave yard here on the west side of the Great Road, near the Mahanoy Creek, these pioneers are buried with rude head stones to mark their final resting place. And most likely Mary Lincoln, who was the wife of Francis Yarnall, and the great aunt of President Abraham Lincoln, was also buried here, but no mark or record designates her grave. How appropriate that one of the promoters of the Great Road, should have his last resting place along this ancient highway.

Before leaving the village of Taylorsville, we will have a short talk about the Pocono formation, as this place furnishes an excellent opportunity for a study of the subject. The Pocono Rocks form the solid foundation upon which the great Carboniferous System is built and protected. Immediately above the Pocono strata, the Mauch Chunk Red Shale appears as a second rim, and next above

it the solid and pebbled rocks of the Pottsville Conglomerate, in and above which the 15 or more veins of our Anthracite coal measures are found. The Pocono range of mountains, as a general thing, form the outside boundaries of our coal fields. For instance, what we call the Little Mountain at Shamokin, a Pocono formation, forms the northern boundary of the Middle Coal Field, and continues as such until the Susquehanna river is reached, when it turns suddenly around, and as the Line Mountain and now as the southern boundary of the same Coal Field, it pursues an eastern course until Taylorsville is reached. Here it again turns suddenly around, and now as the Mahantongo Mountain and the northern boundary of the Southern Coal Field, and again returns to the Susquehanna river, to turn about once more, and as the Second Mountain and the south boundary of the Southern Coal Field, it returns eastward again until the Lehigh river is reached. This is but one Pocono range, coiled up like a serpent, that encloses the three Anthracite coal fields of our State. The peculiar geological feature to be noticed here is the abrupt disappearance of the Pocono formation eastward of this point, leaving only the Mauch Chunk Red Shale as the dividing stratum between these two coal fields, which a few miles further east seem to be united by the Conglomerate formation.

We now come to the fording place over the Mahanoy Creek. Such places in provincial days were selected with great care, as at that period but few bridges were built. Small streams had to be forded and to cross rivers ferries were established. Bridge building was then an almost unknown business, until the Lancaster Turnpike and other similar roads were chartered, when numerous arched stone bridges and later trussed wooden bridges were erected along these famous traveling routes, and Pennsylvania became noted as the "State of Bridges." Indeed bridges were looked upon as a necessity from 1790 to 1825, and the State Government made large appropriations to assist in bridging our rivers.

This creek, now a scavenger channel, polluted with the filth and coal dirt of the towns and coal mines of Mahanoy Coal Basin clear up to its source, was, in colonial times, a stream of pure water, abounding in trout and other

varieties of fish, and along whose shaded banks in many places, beavers erected their dams and houses. But what a change has occurred by the opening of the coal mines and the destruction of the timber tracts.

We will now cross the Mahanoy Mountain and so reach Locust Summit, at an elevation of 1,246 feet above tide water. We are now in the Western Middle Coal Field, which is divided into two basins by the Locust Mountain, a great anticlinal, crossing this coal field diagonally from the Mahanoy Mountain to the Big Mountain, resembling a brace to keep them apart. The two divisions are known as the Mahanoy Basin and the Shamokin Basin; the first being east of the Locust Mountain and the latter west of it. At the present we are in the Mahanoy Basin. It is now important for us to inquire "where we are at," that is, in what county. We are told that Locust Summit is in old Northumberland County, but that we must be exceedingly careful, as a few steps to the right of the "Great Road" would land us in Columbia or Schuylkill County. Yonder house to the northeast of us is so located that the occupant eats in Schuylkill County, sleeps and votes in Columbia County, and has his garden patch in Northumberland County, with the lines so closely known that he fears not the service of constable or sheriff. Several other houses here are in two counties, and others with house in one county and stable and pig pen in another.

We will now leave Locust Summit, which is a station on the Philadelphia & Reading Railway, and pass by the Merriam colliery, which is also on the border of our county. Along here we notice the remains of the "Great Road" running along our present highway, side by side.

We will now cross over the great anticlinal known as the Locust Mountain. You will notice that about one mile west of us is a gap in this mountain through which the Reading Railroad passes, and naturally you will ask why the "Great Road" did not pass through it instead of climbing this mountain. The answer is that in that early day, the party who had charge of laying out the "Great Road," had constantly in mind the necessity of keeping on high ground, avoiding all swamps and crossing of streams wherever possible. And even as late as 1808, when the

Centre Turnpike was laid out, the same course was adopted, by climbing the mountain in place of going through this gap.

Continuing our travels along this ancient road at a moderate gait, we soon reach the summit of Locust Mountain, which we find to be a sharp crest abounding in conglomerate rock. Here we will stop for a short time to take in the grand view which this eminence affords us. The pure air we breathe invigorates our systems, and the glorious scenery spread out before us inspires our minds with noble sentiments. The location we now are at reminds us of the historic Alps and other noble mountains in the world that have afforded safe retreats to freedom when threatened with destruction. This line of thought will naturally lead us to think of William Tell, the Swiss patriot, and his Address to the Mountains on his return to them. As the occasion is so favorable, I will favor you with a few lines from this address, which was one of my favorite selections in my boyhood days:

"Ye crags and peaks, I'm with you once again!
I hold to you the hands you first beheld,
To show they still are free. Methink I hear
A spirit in your echoes answer me,
And bid your tenant welcome to his home
Again! O sacred forms, how proud you look
How high you lift your heads into the sky
How huge you are, how mighty, and how free
Ye are the things that tower, that shine, whose smile
Makes glad; whose frown is terrible; whose forms,
Robed or unrobed, do all the impress wear
Of awe divine. Ye guards of liberty,
I'm with you once again! I call to you
With all my voice! I hold my hands to you
To show they still are free. I rush to you
As though I could embrace you!"

The recitation was so well appreciated by the small but elevated audience that at its close it was greeted with three loud huzzas which were re-echoed with astonishing effect.

Returning to our main subject, it will be noticed that we are now about to enter the great Shamokin Basin of the Western Middle Coal Field, which is here something over three miles in width. Coal in large quantity and of most excellent quality is mined in this division of the basin. Looking to the northward from our present position, we see in the distance the Big Mountain, the northern boundary of the Middle Coal Field, partially hidden by the Hickory Ridge, while immediately below us at the base of

the Locust Mountain, we can discern the flourishing borough of Mount Carmel, not exactly set on a hill so that it cannot be hid, but rather on a small plane affording good drainage to the town. It has the highest altitude of any town in our county, being about 1,100 feet above tide, and is a strong Republican town, and therefore is frequently termed "The town of high altitude and big Republican majorities." The town is principally on the tract that Lawrence Lamberson, a soldier of the Revolution, had surveyed on a warrant granted to him September 18, 1792, containing over 400 acres. He was the first settler in this region, and built his house near where the old Reading depot stood, and a portion of his orchard was still to be seen a few years ago.

On October 26th, 1811, Jesse Yarnall of Taylorsville, son of Francis Yarnall, the surveyor, bought 203 acres of this tract, being the northern one-half of the Lamberson tract, for the sum of two hundred dollars, or about one dollar per acre. Please compare the value of this land with the price that it now commands. I presume that almost any lot 25x150 feet, along Oak Street, could not be bought for less than one thousand dollars.

You ask how the name of Mount Carmel came to be bestowed on this town and locality? I cannot tell you for a certainty, but it is said that Judge Bradford, when he acquired possession of the Yarnall tract, gave the name to the place from some fancied resemblance to the holy mountain in Palestine of that name. The Bible informs us that in the days of the prophet Elijah, Mount Carmel was a holy mountain, and that many altars were erected there for the worship of heathen gods, which Elijah overturned to the great discomfiture of Ahab and his priests.

During 1808 construction was commenced on the Centre Turnpike, which probably reached Mount Carmel about 1809-10. The large amount of travel over this road rendered it necessary to have accommodations.

About 1812 Richard Yarnall put up a log building for a tavern, which for many years was known as the "Mount Carmel Inn." About the same time Lawrence Lamberson, having been dispossessed of his homestead by one Daniel Graeff, of Reading, looked about for another place, and arranged with Mr. Brobts of Berks County, who

owned the tract immediately north of the Yarnall tract, through which the turnpike ran, to put up a log building for a hotel, which he kept for several years. This tavern was known as "Riffert's" for many years. The building is now torn down, but a willow tree is still kept to mark the site. The writer stopped at this inn one night about fifty years ago, and was glad when morning came, for divers reasons.

But just here we must call a sudden halt to our Rambles, for we have used up our allotted time, and further, we have just crossed over the border, leaving Schuylkill County behind us. To use the words of Dickens—"A troublesome form, and an arbitrary custom, prescribe that a story should have a conclusion in addition to a commencement; we have therefore no alternative."

The Rambles over the remaining portion of the King's Highway through the "Shamokin Country," will appear some time in the future.

CONCLUSION.

"Dear friends, I am grateful, and thank you sincerely,
For all the kind sayings you've linked with my name;
They pass my deservings, but, frankly and clearly,
I'll say there's one virtue I feel I can claim—

I boast not of speeches, addresses, orations,
Of verses I published or essays I burned:
But proudly I'll state, in the face of the nations,
The thoughts that I borrowed I always returned."

Tumbling Run.

Read Before the Historical Society by the Author, D. C. HEN-
NING, Esq., March 29th, 1905.

Fair Pilgrim of the Vale! Thy waves' wild play,
As o'er thy rocky bed they swiftly flow.
Murmuring a sweet song as on they go,
Is music to my ear the livelong day.

Thy verdant banks bedeck'd with beauteous flowers,
Whose fragrant perfumes scent the balmy air,
Whose varied colors make the scene more fair,
Are Eden ideals—yea, Eden's bowers.

Here oft the Wild Rose lingers, and thy spray
Bedecks her leaves with water diamonds bright;
Here, too, the Violet, soft-stealing sprite,
Lifts up her head and speeds thee on thy way.

The noble Rhododendron guards thy shore
And mirrors his gay flowers on thy breast;
And e'en the Laurel holds his kingly crest
High o'er thy wave and greets thee evermore.

The speckled finny tribe is still thy guest,
It knows thy shallows and thy pools full well,
Its only foe, the angler, scarce may tell
Where thou dost hide it from his eager quest.

The timid hare, whom hounds and horns pursue,
A moment yet will stay to lap thy wave;
The trembling doe, her heated sides to lave,
A moment waits; then comes the wild halloo!

On thy pure waters play the moonbeams bright;
The giddy stars seem restless on thy wave,
They light the water nixies to their cave
And lead them forth again when comes the night.

The Druid oaks that stud thy mountain shores
Are temples for the nightbird as he sings
His doleful lay when he, with folded wings,
His night watch keeping, guards his well-earned stores.

Yes, this is Nature's realm, its fitting home ;
Here comes no stranger art to mar the scene ;
Here earth, and air, and sky, are all serene ;
Here would the weary pilgrim ever roam.

Fair Pilgrim of the Vale, how old art thou ?
How long hast thou been purling, singing on ?
Thou seemest but a youth, O Tumbling Run !
Or did'st thou flow thus ever until now ?

Then came a wave with sparkling flow
And on its crest there stood a sprite :
"If this be all that thou would'st know,
Then hearken to my words aright.

"I am the Goddess of this stream,
I guard its course, I guide its flow ;
There is no fissure, rock or seam,
From source to mouth, but that I know.

"And thou would'st know, O mortal man,
How old this stream, how long its flow ?
Before Creation's dawn began
In space was marked its course to go.

"When all was yet in nebulae,
And darkness reigned supreme o'er space,
The line thus marked still held its way
In fog and mist, nor lost its place

"When earth and sea and sky were made,
Then Tumbling Run, like them, was born ;
Ten thousand years have passed—'tis said,
Since first was known creation's morn.

"The earthquake shock, the high glacier
And wand'ring moraine pass'd it by.
Now mountains, rocks and trees revere
This ancient stream, old as the sky.

"In years gone by the Indian maid
Along its banks would love to roam;
And many a plighted vow was made
Upon its shores, the Indian's home.

"Here, long before the white man came,
The Indian brave was wont to stray,
To spear the fish or hunt the game,
Or listen to the waves' wild play.

"Here oft his fervent pray'rs were said;
Here oft his sacrifice was given;
And many a penance here was made
To fit him for his sylvan Heaven.

"Here, after he was driven from home,
His saddening thoughts were wont to turn
In fancy's dream he still would roam
Along thy banks, O happy burn!

"Alas! E'en now his wraith is gone,
His bows and arrows are at rest;
His memory clings to thee alone
Where once he raised his sov'reign crest."

And when the sprite had sung this lay
She threw her trident in the wave,
Then took her solitary way
To rest within her wat'ry grave.

Fair Pilgrim of the Vale, thy story known,
Will linger long within the hearts of men;
Thy song, thro' mead and mountain, hill and fen,
Will cheer thy waves and gently speed them on.

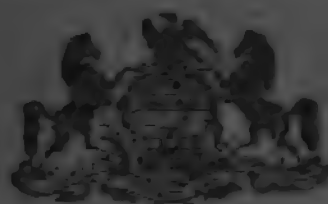
So long as time shall roll its ceaseless round,
So long wilt thou, a happy pilgrim, stray
In this sweet vale; thy song shall be alway
A harbinger of peace and rest profound.

Farewell! thou elfin fairy stream, farewell!
Thy song will e'er find echo in my heart;
I fain would linger here, 'tis sad to part,
Yet, Pilgrim of the Vale, I say, Farewell.

VOL. I

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PUBLICATIONS
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SCHUYLKILL COUNTY.



History of McKeanburg, Schuylkill County's Oldest Town.

The German Pottery's Grave.

History of Mahanoy City and the Railroad at Mahanoy Tunnel.

Wills of Early Settlers of Schuylkill County.

The Schuylkill County Soldiers in the Industrial Disturbances in 1877, or the Railroad War.

The Quakers in Schuylkill County.

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History of McKeansburg, Schuylkill County's Oldest Town.

Prepared by Prof. LIVINGSTON SELTZER, and Read Before the
Historical Society, March 29, 1905.

The Land Grants and Early Settlers.

McKeansburg, although small and little known at present, has the honor of being the oldest town in Schuylkill County, and was prominently known in the early history of the county. This town made a strong fight for the county seat when Schuylkill was organized; but Orwigsburg, having one of its citizens in the Legislature at the time, succeeded in getting the Court House.

McKeansburg is situated on the old Catawissa road, seven miles north of Port Clinton and four miles east of Orwigsburg. The original owners of the land in and around McKeansburg were John Webb, John Piper, Jacob Whetstone and Jacob Bensinger. John Webb was granted a tract of land of 396½ acres by warrant dated 1750. This tract was known by the name of "Happy Discovery." Some of the Webb family settled on it soon after 1750, and it remained in the hands of that family until 1790, when through some disagreement among the heirs of John Webb, it was sold to Peter Orwig, who by paying a stipulated sum to the heirs and £190, 6s into the Receiver General's office of the Commonwealth received a patent deed, and in 1791 he sold to Baltzer Bock for £850. From that time on the tract was owned by different persons and is now the property of Jonathan Horn.

The tract owned originally by John Piper was situated on the western side of the town. This was granted by warrant in 1754. On the north side of the town was the tract of Jacob Bensinger. This was surveyed about the

year 1769. The tract situated on the eastern side, and also including part of the town, was surveyed for Jacob Whetstone in 1767, and he received the patent of the same in 1788. This tract was known as "Mount Allen," and comprised over three hundred acres.

The tract on which the town proper is located, belonged originally to different larger tracts, but was later owned by Henry Holler and Christian Kamp, who were the original proprietors of the town. Henry Holler had a patent granted him by the Commonwealth, dated September 17, 1804, of a smaller tract, which was known by the name "Consolation."

The western end of the town is on a tract that was owned by Christian Kamp. He received the patent for this in 1810, seven years after the town had been laid out. This tract was known as the "Kamp Group."

The greater part of the town was laid out in April, 1803, and the remainder on September 28, 1809. The town as laid out then consists of 164 lots. The principal street running east and west is Chestnut. The streets running north and south are Arch, Market, Race and Vine. Besides these, there are a number of smaller streets and alleys. The place was named in honor of Gov. Thomas McKean.

The first house was built on the site of the McKeansburg Hotel, now owned by W. D. Daubenspeck. The bar-room in the present hotel building is a part of the original building, erected probably some years before the laying out of the town. It is more than likely that this is the oldest hotel in Schuylkill County. The second house built was that now occupied by J. A. Yost's store, and the third was a large stone building formerly occupied by the McKeansburg shoe factory. This house was built by Judge Yost.

EARLY SCHOOLS.

The early settlers of McKeansburg saw the necessity of education and the town had not been started long before steps were taken to erect a suitable building for school purposes. There are no records on hand, but it is probable that instruction was given in the German language before the first school house was built.

At a meeting of the prominent citizens held in February, 1813, the following resolutions, relative to the erection of a school building, were adopted:

"Whereas parents can give no better gifts to their children than a good education, and whereas the English language has become the principal language in the United States, so that all business ought and must be done in the same, and as there is no English school in the neighborhood of the town of McKeansburg, so have the subscribers resolved to erect a convenient school house in the said town.

"Therefore, do we, the subscribers to these presents, hereby promise to pay within six months after date hereof the sum subscribed—either by us ourselves or our order—opposite our names, which money so subscribed and paid shall be applied to the building, use and benefit of the said school house.

"As witness our hands February 6, A. D., 1813."

At another meeting held in the month of March, 1813, the following resolutions were adopted:

"Whereas, the inhabitants in and about McKeansburg opened a subscription in order to raise a sum of money for the benevolent purpose to build a convenient house wherein the English language may be taught, on the lot of ground which Baltzer Bock has granted for the purpose; and as to the honor of the neighborhood it now appears that a sum is subscribed sufficient to erect a school house for the purpose aforesaid.

"Therefore, in pursuance of public notice previously given, a considerable number of the subscribers having met this day in order to take into consideration how and on what plan the school shall be built and to make such further arrangements and regulations as may be deemed proper and necessary.

"And after Daniel Yost, Esq., having been called to the chair and B. Kepner, Jr., appointed secretary, the following resolutions were adopted, to wit:

"Resolved, That five trustees should be elected. Daniel Yost, Esq., Baltzer Bock, B. Kepner, Jr., Jacob Huntzinger and Daniel Bock were nominated and appointed.

"Resolved, to be built of stone. (Altered by another meeting of the trustees, and resolved to built of frame 22 by 26.")

"Resolved, That the above trustees shall stay in their office for one year from the 20th day of March, 1813, and not longer without re-election."

The complete list of subscribers contained 105 names, and the total amount subscribed was \$321.25. The ground on which the building was erected was donated by Baltzer Bock, as was also that for church and cemetery.

McKeansburg was for many years the market place for the lumber from the northern townships of the county, and the Catawissa Valley. It was brought by teams to McKeansburg, and thence to the river below the village to be floated down the stream to Reading, Pottstown and Philadelphia.

When in 1835 attempts were first made to introduce the State system of public schools, they met with great disfavor, and it was largely due to William Audenried, Esq., that the system was adopted there at that time. He was a resident at McKeansburg, and a member of the State Senate, where, in 1827, he presented the bill entitled "An Act to provide a fund in support of a general system of education in Pennsylvania; and was therefore the real father of the public school bill in this State.

THE FIRST CHURCH

The first church was erected in 1828. The congregation received its charter from the General Assembly of Pennsylvania under the corporated name of "The Elders and Wardens of Union Church at McKeansburg." This document bears the date April 12, 1828.

The following are the proceedings of a meeting held November 3, 1827:

"At a meeting of the McKeansburg congregation held in the Academy at McKeansburg, the 3rd day of November, 1827, on motion it was resolved, that this meeting elect four commissioners to superintend the structure of a meeting house in the town of McKeansburg. On motion Wm. Koch, Andrew Bock, George Medler and Lewis Audenreid were nominated and unanimously elected."

On motion, Resolved that the building shall be constructed of stone. (Changed afterwards.)

On motion, Resolved, that the above named commission shall have the power to commence immediately the building of the said Meeting House."

Daniel Yost,

George Medler,

B. Kepner,

Henry Koch,

William Koch, Jr.,

Lewis Audenreid,

Andrew Bock.

The building was then erected and was used until 1882 when it was replaced by the present church building.

The oldest tombstone found in the cemetery bears the date 1814 and was erected in memory of Mrs. Baltzer Bock. The headstones in the cemetery indicate that Bocks, Kochs, Kepners, and Yosts were most numerous in the early history of the town.

THE POST OFFICE.

There are no records at hand to show when the first post office was started, but it is known that it was opened soon after the settling of the town. The mail route extended from Allentown to Orwigsburg and the mail was carried on horseback. The town had only weekly mails for some time, as had also Orwigsburg and other places along the route.

Among the prominent people who have lived here may be mentioned first Judge Daniel Yost. He was a native of Montgomery County, but came to McKeansburg before the organization of Schuylkill County. In 1809 he was made a justice by Gov. Snyder, which same office he held prior to his location in McKeansburg. Upon the organization of Schuylkill County in 1811 he became one of the first Judges of the Court of Common Pleas. His commission from Gov. Simon Snyder bears the date December 9, 1811, and is now in possession of Charles S. Yost. Judge Yost died in 1839 and is buried in the cemetery adjoining the church at McKeansburg.

The grandfather of Judge Green owned a large tract of land near the town and lived here for some time. The

ancestors of Judge R. H. Koch settled and lived here for many years.

The father of Banker Huntzinger was one of the early citizens, as was also Joshua Boyer, ex-member of the Legislature and father of ex-Sheriff Boyer, and father-in-law of Daniel Shepp, of Tamaqua.

The first physician prominently known in the county was Dr. J. F. Treichler, who practiced here for about fifty-five years.

At present the town contains about sixty families, with a total population of between two and three hundred persons.

The German Peddler's Grave.

Read Before the Society March 29, 1905, by D. C. HENNING.

"I Tellen the Tale as 'Twas Told to Me."

High up on the summit of the Ringtown mountain, overlooking the bubbling fountains of the Indian Medicine Spring and the head waters of the romantic Catawissa, in the deep valley to the northward below, and just about two and one-half miles to the northward of Mahanoy City, is the tomb of the German peddler who was foully murdered there for his money and his pack in the year 1797, one hundred and eight years ago. His grave is as distinctly marked and is as well known today, as on the day when it first received its lonely tenant forever. It is not only marked on the ground, but it is so indelibly stamped on the hearts and memories of all the inhabitants for many miles around and upon the mind of the traveler that it will never be forgotten nor effaced. Men and women even to this day frequently decorate this lonely home of the sole permanent tenant of the mountain with beautiful flowers. The township supervisor sees that it is cared for. All that we at present know of this hermit of the mountain is that his name was Folhafer, that he was a German peddler and that he was murdered at this spot. His name in the course of time may be lost and forgotten, but his grave, his resting place never. Unlike one other who was buried on a mountain, Mount Nebo, whose grave is lost but whose name will live forever.

No ploughshare will ever mar this turf that wraps his clay. No vandal hand will do sacrilege to his tomb. Its silent sentinels, the old gray rocks and the majestic tall oaks and pines, the very solitude of the forest would stay the hand of sacrilege. Many are the legends that have emanated from this silent tomb on the mountain.

How many thousand men and women, boys and girls have stopped here in the past 108 years to gaze and to won-

der. Those who might pass a half dozen cemeteries with their hundreds of tenants and their whitened tombstones, without dreds of tenants and their whitened tombstones, without even a thought would involuntarily stop here by this lonely grave of a stranger in this solitude of the desert. Five, six and seven generations of men have come and gone since this lonely hermit entered his cell in the mountain, yet there is today a brighter halo over and around this spot than ever before. And you will say my gentle hearer that this is a lonely grave. It is not, however. You will bear in mind that when the poor peddler entered this narrow house he became nature's. Nature takes care of its own and has taken care of him. In the springtime she first decorates his tomb with a green carpet and then embellishes it with its finest and most beautiful flowers. She then has the trees take on their million mouthed leaves so as to give him shade and music. Then she invites her feathered choristers to come early every morning to sing their matins for him. During the day the Oriole and the gentle dove recite their psalteries to him and in the evening all the tribe will take their places and sing vespers for him. Even in the night time in case of disturbance there calls in a deep basso a voice saying "Whoo, Whoo, Whoo, comes to disturb the hermit of the mountain in his slumbers."

And when grim winter reigns in these mountains he spreads a pure white mantle over the tomb of the peddler and leaves him to rest in peace until spring comes again to awaken him. And so it has been for so many years that the memory of man runneth not to the contrary.

But why should I speak of this ancient landmark unless it be to say that the grave of the German peddler is a point of interest on the line of the old Catawissa road whose course and a little of whose history it is my purpose to relate.

If the history of the old Catawissa Road were attainable it would doubtless furnish an interesting chapter. In the hope that some attempt will be made to locate it properly and to collect at least some of its history, I have thought to add this brief sketch. I have a map which to some extent locates this road, showing that it emerges out

of the Catawissa valley extending in a southeasterly direction to a village still as then called Kepnersville, at the northern base of the Blue Mountain proper in West Penn township, this County. As I understand from old inhabitants, it crossed the Ringtown Mountain not far from Brandonville, thence crossing the Mahanoy Valley, at or near the site of Mahanoy City, thence crossing the Broad Mountain into the Schuylkill Valley at the village of Patterson, thence crossing Sharp Mountain into the extension of Tumbling Run Valley, through Lewistown and the Devil's Hole, through a gap in the second mountain to McKeansburg, and thence past an old block-house to Kepnersville, near the site of old Fort Franklin. At this point the road led across the Blue Mountains into Albany Township, down through what is now the village of Virginsville, and thence to Reading. Virginsville is marked on ancient maps as Vergennesville, which is doubtless its original name, as there was quite a settlement of Huguenots in that vicinity. It is located on Maiden Creek, whose Indian name was Ontelaunee, (meaning daughter to the mother Manyunk, the Schuylkill.) The Indian name of the village was Saconk, a name frequently employed by the Indians, and meaning "the junction of two streams." It was the seat of government of the Delawares, and was the throne of its kings for many years. We are informed, if I recall Prof. Brunner correctly, that it is the most fruitful field in Indian relics in Berks County. What a mistake was made in changing these beautiful descriptive Indian names as was the case in so many localities. Look at this case; in taste, aptness, descriptiveness and euphony, who is there who will not declare the Indian's superiority in these when he writes down the names, "Saconk and Ontalaunee" as against "Virginsville and Maiden Creek."

Nelson Brandon who lived during all his lifetime in the Catawissa Valley and who was very familiar with its land lines, having been largely interested in the wild lands of that valley and who died in aged years, told the writer that there are still to be seen traces of this ancient road in the valley and that trees have grown up in the roadway that are over a hundred years old. A land surveyor of

that valley either Mr. Josiah Breisch, or Mr. Stauffer told the writer the same. Hon. Decatur E. Nice during the time when the writer was engaged upon some of the antiquities of our county, stated to the writer, (Mr. Nice died six years ago, aged 80 years,) that his mother who died about 20 years ago, aged 91 years, told him that it was a well known saying in her youth that gunpowder was manufactured in Catawissa Valley for the use of General Washington's army in the war of the Revolution, and that it was carried to the front over this road by way of Reading. The writer distinctly recalls the fact that about twenty-five or thirty years ago there was a great furore in the valley about the reputed find of a salt-peter mine. It attracted the attention of outside strangers, interested men, who visited the spot. They found a trace, but not even a pocket, let alone a vein. Was this not merely an offal of the Revolutionary powder-mill?

I have no record history of the opening and laying out of this road through the valley. It was probably originally an Indian path, later probably a tory path, as Catawissa Valley has always been known as an asylum, or haven, for Tories during the Revolution. And as a bridle path it probably evolved into a settler's road, until it emerged into the lower open country. It has been stated to me that this ancient road extended down the valley along Catawissa Creek to Hughesville, founded by Ellis Hughes, of Schuylkill Haven saw-mill fame, now known as Catawissa, on the North Branch of the Susquehanna River. If some one of our engineering or surveying members were to locate the ancient road, showing its original and present environment it might lead to what I have already said, an interesting chapter of local history. Since writing this, our speaker visited Maj. Heber S. Thompson, the general manager of the Girard Estate in Schuylkill County, a member of this Society. The site of this ancient road is on the lands of this estate for a considerable distance. He showed me a map giving its course through these lands in Catawissa Valley. He also stated that it would be a beautiful field for the historian. Holy Writ enjoines us not to remove the ancient landmark, let us even go further, let us redeem and preserve this ancient landmark.

Since reading the first paper on this subject the writer has made further inquiry into the tragedy that occurred over a hundred years ago on the summit of Ringtown mountain of that series of mountains known as the Broad Mountain. The victim's full name as appears from Reading newspaper account was Jost Folhafer. It was his custom to peddle his wares along the old Catawissa road between Reading and the Broad Mountain thence into Catawissa Valley, thence to the foot of the valley, where the stream of the same name empties into the North Branch of the Susquehanna and thence into Central Pennsylvania. He travelled at the time of his murder on horseback. Sometime in August, 1797, he halted for the night at a hotel being on the site of the present Mahanoy City, then kept by one John Reich, who was succeeded by one Goddard, whose successor was one Jacob Faust, who was succeeded by Emanuel Boyer, who is now an aged man and still resides in Mahanoy City. On the same evening a hunter appeared who also put up at the hotel for the night. The latter left early the next morning in quest of game. After breakfast the peddler paid his bill and started on to cross the mountain into Catawissa Valley. This was the last that was seen of him alive.

During the course of the forenoon the horse came riderless to the hotel. Search was instituted and at a distance of over two miles from the hotel his dead body was found along the roadside with a bullet wound showing the cause of his death and his pockets and pack rifled. A Coroner's jury was empanelled and a verdict was found according to the facts as then known. He was buried but a few feet from the spot on which he fell.

Peter Kreiger now a Reading Coal and Iron police officer, a man approaching 70 years, recently told the writer that he was reared near by this place, that when still a young stripling, he often heard his father and his grandfather Peter Dillman, speak of this murder, as also a family of half breed Indians who lived near by, their name was Herring. That his grandfather told him that he had hauled the Coroner's jury to the spot where they investigated the murder, that the peddler was shot, that the murderer hid the money in a hollow tree, that many years af-

ter, the money or the bulk of it was found in the mould of a rotted fallen tree near what is known as the Silliman breaker hard by Mahanoy City. He also told me that his mother who was a daughter of Peter Dillman procured two copper pennies of the spoil and that he has them still in his possession.

But what became of the hunter who was expected to return to the hotel but did not. Subsequent events show that he murdered the peddler for the money he supposed he had about him. He alone knew whether he slept that night, but one thing we know and that is that he planned the murder on that night. He left early in the morning and near the fatal spot placed himself in ambush to wait for his prey. He did not need to wait long for soon he heard the foot falls of the horse and presently he had sight of his victim and when close enough for his unerring aim at a vital spot the bullet sped and did its deadly work and the poor German peddler was no more. His gain was about 5 pounds, (\$25.00) mostly in copper coins.

Here then at this lonely and benighted spot with the mute sun and the wild forest which could not testify as witnesses, this tragedy was enacted. Surely he was immune from all that the world could ever know or do. This secret was buried within his vile heart, within his befouled conscience. He forgot or did not know that "Murder although it has no tongue, will speak with most marvellous organ," but the assassin still argued wrongly. He thought there was no witness to the deed. Here he was again in error. There was a witness, who testified in this case, thousands of years before the assassin was born, "Whoso sheddeth man's blood by man shall his blood be shed." The all-seeing eye of God was there—the same witness whose testimony convicted the world's first murderer.

Benjamin Bailey the hunter assassin became the object of suspicion, he was finally found, was arrested, tried and convicted in the Court of Oyer and Terminer of Berks County, in Reading, at November term, 1797, and was publicly hanged in expiation of this crime in an open field at the foot of Mt. Penn, now a beautiful park, on January 6, 1798. And what of the remains of the assassin? Upon this we dare only speculate. It may be that his bones are

still mouldering in an unknown felon's grave. It is more than likely that if you were to open the door of some country physician's secret closet you will find them mounted and doing involuntary service to suffering humanity, or at least adding to the capital stock of this self same physician as a witness to his occult or supposed occult knowledge of human anatomy. Who knows and who cares to know? Whereas the grave of the German peddler is a space which has its votaries in all that region round, and even the lonely traveller if the spot be pointed out to him will stop and will sigh with the trees as he recalls the misfortune of the lonely sleeper of the Ringtown Mountain. Would my hearer visit this grave? Then take the road at Mahanoy City for Brandonville. At some distance up the mountain a road forkes to the left, this is a continuation of the old Catawissa road, follow this until you come to Waste-house run dam, at a point about two hundred yards distant beyond the entrance of the stream into the dam, and about ten feet from the margin of the road in some underbrush and among some scrub oaks, on the right hand of the road you will find a large headstone and a smaller footstone, this is the grave of the German peddler.

We have had and yet have far too many tragedies of this kind in our county. So many that indeed they are almost regarded as an expected and necessary evil. They are mostly instigated by the abuse of intoxicating liquors or in revenge for some real or fancied wrong. This case however, is unique. It has the elements of those tragedies that occurred in the reign of Edward III on Winslow Heath, Wathing Street, in the forests of Sherwood and Nottingham, which were enacted by Robin Hood, Little John, Friar Tuch and the other free booters and outlaws in Lincoln Green or later by Claude Duval, Dick Turpin and Jack Shepherd and others of their ilk; and it is for this reason as well as to show how swift and unerring the sword of justice fell on the evil doers in the days when this community was a wild wilderness, the forest primeval, that I have dwelt and at this length, upon this unique tragedy. In conclusion:

If I were a second 'old mortality,' or the master of the chisel, I would with my own hand inscribe this legend on

this lonely tomb, "Here lies all that was mortal of Jost Follhafer, peddler, who was assassinated here for his purse in August, 1897, by Benjamin Bailey who expiated his crime at Reading, Pa., January 6, 1798, on the gallows. Let posterity protect this spot and reverence this ancient landmark."

Probably, the writer owes it to the sacredness of tradition as well as to his hearers to say that since gathering this history he has had related to him another version of this tragedy by Dr. J. J. John who was told it by William Carter late of Mahanoy City, deceased and who for many years during his lifetime was a resident there, and who filled the position of land agent for the Lehigh Valley R. R. Company in the Mahanoy and Shamokin regions. It was related to the doctor only a few months before Mr. Carter's decease. The history agrees with all that is above written save during the time just previous to the tragedy. The tragedy as will now be related was believed by Mr. Carter. It seems that after Ellis Hughes had founded Hughesburg, now the town of Catawissa that he being a Quaker invited some of his Quaker friends in Chester County to locate there. Some of their descendants still reside there. That among them was a man from Chester County who had purchased some land in this then eldorado, and openly boasted among his friends how on a certain day he was going to his new purchase to take the purchase money with him to pay for the land. This came to the ears of a young desperado, Benjamin Bailey, living in Chester who for the purpose of robbery went in advance to the hotel at what is now Mahanoy City and then awaited his quarry. That upon his arrival one evening he found the route the land purchaser would take and so stationed himself there in ambush. The land purchaser afterwards said that when he came to the forks of the road he intended to take the left hand road as being the nearest route but that his horse had been accustomed to travel the road by Brandonville grew stubborn and with all that he could do the horse took his own way and with a Quaker oath he said to the horse, "Well thee infernal old fool if thee won't take advice then thee can take it out of thy heels and thee may go where thee darn please." This saved his life. Then there came two merchants from Cata-

wissa on their way on horseback to Philadelphia to lay in a stock of goods. Their names were Thomas Ellis and John Clark. They were unarmed when they approached Bailey. He took their measure and thought he could levy a sum. As they came closer to him he raised his gun and demanded their money or their lives. One of them either designedly or through nervousness reached in his pocket and pulled out a pair of spectacles with a snap and a click of the metal, the assassin believing them to be armed directed them to move on, which they were only too glad to do. Presently there came a man on foot, a Quaker, whose garb was so uninviting that the assassin allowed him to pass without molestation. This Quaker was on his way from the town of Catawissa to the Exeter session in Berks County. The qualification that rendered him suited to be a standing delegate was that he was exceedingly long-legged, having a great stride and therefore the best and fastest walker in his congregation. Next came the German peddler with whose fate you are now familiar.

The writer knows no more fitting close to the history of this tragedy than by the following recital:

[Judge Rush's speech before sentence pronounced on Benjamin Bailey, for the murder of Jost Folhafer, on the Mahanoy Mountain, 1797. The trial was held at Reading, at November term, 1797. Copied from one of the manuscripts of Dr. Gilbert Edward Hicks, of Catawissa, Pa., the grandfather of Dr. J. J. John.]

THE ADDRESS.

"As you have but a short time to live in this world, and there is no hope of pardon from any earthly hand, let me urge you to seek a pardon from above. It is the consolation of the wretched and the guilty that God is infinitely merciful, but it should be remembered that he is merciful not to him that continues in the practice of sin but to him only that repents and utterly forsakes it. Be assured, the question is not, whether or not you must repent of your sins, that is certain sooner or later, but the question is, whether it is not better to repent in this world, where your repentance may be attended with the happiest effects, than to repent hereafter, when it shall answer no other end than

to increase your torment. You have been guilty of murder in its most horrible form, deliberate, cruel and remorseless; you have imbrued your hands in innocent blood for the sake of a little money, and tho' the waters of the mountain hath washed away the stains from your hands and your garments, yet oceans of water cannot wash away the stain of guilt from your conscience; nothing but the efficacious and all cleansing Blood of a Saviour can possibly do this; to this Blood you must apply as the only remedy for a soul polluted with sin. Be advised, therefore, immediately, anxiously and solicitously, to set about the great duty, of repentance and working out your soul's salvation with fear and trembling; you have not a moment to lose, exert yourself and if you have not prayed, pray now for the first time; for prayer is the very Breath of Heaven, and without it there is no religion, no repentance, no pardon on earth. Weep over your sins and if you cannot so much as look up to offended Heaven, perhaps you may with eyes toward the earth, smite your breast and both feel and express the wish of the publican. Weep, I say, over the blood of FOLHAFER, for if you go out of the world with his blood on your conscience, it will torment you and wring your soul with unceasing agonies and horror. You die an early victim to public justice, you are cut off in the morning of your days but to him that is pardoned by his God, it is of no importance at whatever period, or in whatever manner he is cut off; nor is any life sufficiently long, tho' it be extended to a 1,000 years, which is devoted to scenes of guilt and folly, and at close of which the unhappy man is found unreconciled to his God. To conclude, let me advise you to send for some pious clergyman to converse with you freely on your present distracted condition and more alarming prospects, and who knows but your polluted spirit may yet become white and pure and hereafter shine with glory and felicity."

The writer wishes to make due acknowledgments to Peter Krieger, Hon. Louis Richards, president of the Historical Society of Berks County and to Dr. J. J. John for valuable information on the subject matter of this paper.

The Schuylkill County soldiery in the Industrial Disturbances in 1877, Or the Railroad Riot War.

Read Before the Historical Society by GEORGE B. STICHTER,
April 26, 1905.

The excitement caused by the labor disturbances in 1877, made it the most eventful year in the history of the National Guard of Pennsylvania. On July 19th, the Pennsylvania railroad officials notified General Jaems W. Latta, then the Adjutant General of Pennsylvania, of the stoppage of their freight trains at Pittsburg and vicinity and of the conflicts that had ensued. Sheriff R. H. Fife, of Allegheny County, telegraphed to General Latta, that he was unable to control the mob and asked for military protection. At this time, along the Baltimore and Ohio Railroad, the same trouble existed and strikers had resisted all efforts of the regular army to open the road. The situation was desperate; even worse than times of Civil War, and a feeling of uneasiness and uncertainty existed. The strikers were masters of the situation. Gov. John F. Hartranft was at this time in Omaha, Neb. The first troops were ordered out July 20, and one regiment failed to report a man; another reported fifty; another, one hundred and fifty. Many of the troops sympathized with the strikers. On July 21, the rioters attacked the soldiers and fifteen were killed and wounded, at Pittsburg. They also threatened to burn the railroad buildings and capture the United States arsenal, to obtain arms and ammunition. On July 22, general or threatened riot prevailed at all the prominent railway points, particularly Al-

toona, Lancaster, Columbia and Harrisburg, and was extending further east. Upon learning of the threatening demonstrations at the state capital, Harrisburg, General Latta, who was then in command at Pittsburg, telegraphed to General J. K. Siegfried, the following:—

Pittsburg, July 22, 1877.

General J. K. Siegfried,
Pottsville, Penna.

Put City Grays on duty at arsenal at once. Order whole division under arms and move it to Harrisburg, or retain so much in Schuylkill vicinity as circumstances may warrant. Have so advised Awl; cause necessity of immediate action in Harrisburg. Outside of Harrisburg, I leave disposition of troops and the putting them on duty at all, largely to your discretion, but from all information we have had matters look so decidedly threatening, as to need decided action. All our ammunition at Harrisburg arsenal. If rails be blocked march your troops to points of concentration.

JAMES W. LATTA,
Adjutant General.

The Col. Awl above mentioned was Col. J. Wesley Awl, formerly the commander of a Pennsylvania regiment in the civil war, but in 1877 was the chief of staff of the Fourth Division National Guard of Pennsylvania, commanded by General Sigfried, who appointed him his Assistant Adjutant General. About this time a full regiment known as the twentieth, was organized in Philadelphia of Civil War veterans, equipped, clothed, and on duty at Pittsburg, thirty-six hours after the recruiting commenced, so urgent was the need of troops on account of several regiments refusing to serve. On the thirty-first, the Fourth regiment was ordered to the state arsenal, Harrisburg, to relieve the Eighth, and the whole of General Sigfried's division was ordered to Pittsburg. The feeling toward the troops was bitter, even here in Pottsville the commander of one of the companies had his men load their Springfield with ball cartridges to march from the armory to the depot, when they went away.

At West Philadelphia, a mob tried to stop the troops, uncoupled the train and fired on the soldiers. At Reading

they attacked the soldiers in a "cut" and wounded two hundred of the two hundred and fifty which marched through it, the mob having obtained the arms of Company A. The soldiers did not even trust one another, for at Temple station the Fourth Regiment refused to return to Reading, fearing treachery from the Sixteenth Regiment. Of this regiment (the Sixteenth) five companies were disbanded with dishonor, for cowardice and mutiny. Other companies in different towns throughout the state surrendered their arms and ammunition to the strikers. Great difficulty was experienced in getting engineers, firemen and trainmen to run the trains containing troops, and soldiers who understood the handling of a locomotive volunteered and ran the trains from Philadelphia to Pittsburgh, with details of troops guarding trains from Pittsburgh east.

To add to the trouble, on July 31 the miners in Luzerne County, being on a strike, fired on a posse. Many were killed and troops were at once sent there.

At this time every company had their own idea of a military uniform and arms and, as they bought their own suits, they naturally picked their own style. Some were tight fitting, some swallow tailed, some short; all colors, but regimental uniformity was frequently regarded. Caps, with and without plumes, high and low.

Most of the troops carried fifty-caliber Springfield breech-loading rifles of models of different years; others forty-five caliber, and few had muzzle loaders. This was the militia of 1877. A properly equipped and efficient National Guard might have saved the State of Pennsylvania ten times the amount of money, (to say nothing of the State pride) that it would have cost to properly equip and maintain the guard.

United States troops were sent to Reading to help the boys of '77, and from there to Pittsburgh. Edward S. Ellis, the historian, in his recent history says "The most alarming incident in the Hayes administration, was the great railroad strike in the summer of 1877. Before quiet was restored a hundred persons were killed in Pennsylvania and ten million dollars worth of property destroyed."

And right here I may say that trade developments

had made such rapid strides over the customs of the past, that a collision was in the nature of developments bound to come.

I will give, in a few words, the origin of the strike of the Pennsylvania Railroad Company, and the cause of sympathy by the better class of people of Pittsburgh. The main complaint on the part of the strikers of this road, was the running of "double-header" freight trains, two engines carrying two trains with a single crew. On the Baltimore and Ohio Railroad, the reduction of ten per cent. in their wages caused the employees to strike. The shipper from Pittsburg to Philadelphia for instance, could save money by shipping his freight westward several hundred miles and then re-shipping from this western point to Philadelphia. It was only after they saw the torch applied and when they tried to use their engines to put out the fire, and found the rioters with shotted cannon ready to blow their engines to pieces if used, that these railroad companies learned they were reaping the whirlwind of their own sowing.

General Seigfried's report to the Adjutant General was as follows:—

Headquarters Fourth Division, N. G. of Pa.

Harrisburg, November 1, 1877.

Major General James W. Latta, Adjutant General of Pa.,

General: I have the honor to report in reference to the late riot, and the movements of the Fourth division in connection herewith, as follows: During the evening of the 21st of July, 1877, owing to the disastrous news from Pittsburg, all the principal towns located on the railroad lines, within the bounds of my command, became wild with excitement. Employes of the roads, who had quit work, and workmen generally, who sympathized with them, filled the streets and talked wildly about wrongs, and claimed certain rights which, they asserted, had been interfered with. Harrisburg, the prominent railroad center, was the point where the excitement was greatest, and the mob boldest. Immense crowds gathered about the railroad depots and shops, and made threats that none but certain classes of travel should be allowed to be moved—freights were absolutely prohibited. These threats were

forcibly carried out by unauthorized persons getting upon the engines of arriving trains, detaching them, and ordering engineers to place their engines in the round-house, under pain of personal violence in case of refusal. The mob was so large in numbers, and violent in word and act, that both railroad officials and the civil authorities were powerless either to enforce order or operate the roads.

The prospect of conflict between the striking railroaders and their sympathizers and the authorities, seemed so imminent that, as a precautionary measure, Captain T. F. Maloney, with his company, the City Grays, of Harrisburg, was directed to ship his arms and ammunition to the State Arsenal, which was located just outside of the town, so as to prevent the possibility of their falling into the hands of those who were riotously inclined. He accordingly, during the night of July 21, 1877, safely removed everything from his armory in the city, and went on duty, with his company, at the State Arsenal. This they did as citizens, and for the protection of war material stored therein.

During Sunday, the 22nd of July, I received the following telegraphic order from His Excellency Governor Hartranft, dated Medicine Bow, Wyoming Territory: "Concentrate your division at Harrisburg, and protect all State property, unless you have been otherwise ordered, and the situation would seem to dictate differently." And one from yourself dated Pittsburg, Penna., July 22, as follows: "Put City Grays on duty at Arsenal at once. Order whole division under arms, and move it to Harrisburg. All our ammunition at Harrisburg. If railroad be blocked, march your troops to points of concentration."

In obedience to which orders, I directed Co. D, Eighth Regt. Infantry, (City Grays) to forthwith assemble at the State Arsenal, Harrisburg, and protect the property of the State therein and thereabout, against all unauthorized persons, until further orders. This company had been informally at the point named during the whole of the preceding night, and were now placed in charge, under formal orders.

Having placed myself in telegraphic communication

with the commanding officers of the Seventh and Eighth Regiments, it was found that the troops of the division, with the exception of two companies, were ready to respond to the call, and in two hours reported themselves as ready to move. Neither were they skeleton companies, as of a total of nine hundred and nine men borne upon the rolls, eight hundred and fourteen reported for duty.

Having ordered the Schuylkill county companies to rendezvous at Port Clinton, I left Pottsville with the two companies belonging to that place, and two from St. Clair, and pushed on to Harrisburg, by the way of Reading. Arriving at Reading, I found the mob had torn up the track on the Lebanon Valley road, and set fire to the bridge spanning the Schuylkill river. Finding progress by way of the Lebanon Valley road barred by this burning bridge, I returned to Port Clinton, where I found the balance of my command belonging to Schuylkill county, and, with nine companies, again started for Harrisburg, via the Schuylkill and Susquehanna road, arriving in the vicinity of Harrisburg, about daylight, on the morning of the 23rd of July. The troops were unloaded from the train about two miles above the city, and marched to the State Arsenal, where I found Colonel Caldwell, with three companies of the Seventh Regiment, and Colonel Gobin, with three companies of the Eighth Regiment. During the day one company from Lebanon, and one from Wrightsville, joined the command, giving me an aggregate force of eight hundred and fourteen men, stationed in and about the arsenal.

Lieutenant Colonel J. Wesley Awl, my Assistant Adjutant General, was on duty at Harrisburg, during the day of July 22, and the whole of the succeeding night, arranging for an directing the transportation of troops from the various points of company rendezvous to the place of concentration. When it is remembered that the railroads, at various points, were obstructed by mobs, who refused to allow trains bearing troops to pass, the arrival of my whole command, without accident or collision with the mob, is a matter of congratulation.

Engineers running trains, fearing violence from the mob, refused to bring their trains into the city, and, there-

fore, guides met the various detachments, at selected points, and, skirting the town, safely conducted them to the rendezvous at the State Arsenal. The troops from Shamokin were laid in wait for by a mob at Sunbury, which threatened they should not pass that point; but, by arrangement with the superintendent of the Northern Central Railway, an engine met them at Treverton Junction, and they passed around the threatened point, and arrived safely in the neighborhood of Harrisburg, and, disembarking, marched to the arsenal. The Lebanon county troops were switched off the Lebanon Valley road, where a mob was awaiting them, and, taking the Manufacturers' railroad, beyond the town, arrived during the night in the neighborhood of the arsenal, to which point they marched, avoiding the mob and the town.

When day broke on the morning of the 23 of July, the fear that was oppressing the mind of the Governor, thousands of miles beyond the limits of the State, yourself in the western part of the State, and the good citizens of the city of Harrisburg, was relieved. The arsenal containing all the ammunition, arms, ordnance, and material of the State not in the hands of the National Guard, was safe.

Many threats of attack, on the part of the mob, reached our ears, but no effort was seriously made. The force in possession moved there quietly and unobserved, was a surprise to the evil disposed, and would have made an attack foolhardy.

The situation, as I found it in Harrisburg, on the 23 of July, was as follows: The railroads in the hands of the mob, no trains being run, except such as the strikers permitted; business at a standstill; the manufacturing establishments stopped, either by the voluntary or enforced idleness of the employees; citizens either sympathizing with the strikers or terrorized; the sheriff of the county absent from the city; the mayor and his police powerless and inactive, from want of co-operation on the part of the citizens, and the railroad officials passive, fearing that any antagonism of the mob might imperil their property by burning and theft, as had been done at Pittsburg.

The mob itself, composed of roughs, tramps, unknown

men, from where no one knew, and a few striking railroad men, were having full control of the town, while the better class of citizens looked on, no doubt indignant, but fearing to speak or act in the interest of law and order. The sympathies of the masses were on the side of the strikers, whose energy and numbers were so formidable as to paralyze the people. Neighbor feared to express himself to neighbor, uncertain whether he be friend or foe.

It was a serious question to each, whether person or property were safe, from hour to hour. There was no concert of action to maintain law and order, because of the fear that those in favor of law and order were in the minority. Communism ruled the hour. Bad element was organized with numbers, brute strength, and the sympathy of the masses, in the supposed wrongs workingmen were suffering at the hands of overbearing corporations.

Two circumstances which occurred, one in the evening, and the other during the night of the 23, completely changed public sentiment, and aroused the people to their danger, and the necessity for action.

Some time during the night of the 22d a dispatch was received from Capt. Snowden, commanding First Troop, Phila. City Cavalry, dated from Baily's, in the county of Perry, stating that his company and a detachment composed of fragments of various Phila. organizations, in charge of a lieutenant, were on a railroad siding at that point. They had been as far as Altoona, on the way to join their command at Pittsburg, but being unable to proceed further, had returned east to Baily's. Captain Snowden expressed his intention to proceed to Phila. My Adjutant General replied that the mob would not allow any train, bearing troops, to pass through Harrisburg, but that the troops of the Fourth Division were stationed at the State Arsenal, and offered, if he would have the train containing the Phila. troops run to a point designated above the city, a guide would meet it there and conduct the detachment to the Arsenal, where they could form part of the garrison. This offer was declined by Capt. Snowden, who, on the morning of the 23d, telegraphed his intention to move the train, containing his troop, to Rockville, and disembarking there, march to Phila. On the evening of

the same day the troop, thirty-two strong, was found by some of the officers of the Fourth Division, at a small village north of the city, named Progress, and under their escort marched to the Arsenal, where they were assigned quarters, and formed part of my command, until the night of the 26th, when they were ordered west to join the First Division, near Pittsburg. At the time Capt. Snowden telegraphed his intention to march the troop from Rockville to Phila., he also informed me that the detachment, forty-seven men, of various Phila. organizations, in charge of a lieutenant, would remain at Baily's; but they apparently moved down the road at the same time with the City Troop, remaining at Marysville, eight miles above, and on the opposite side of the river, from Harrisburg. The next heard of them, they were intrenched in the mountains at Marysville, with a mob crossing the bridges, with the intention of capturing them.

About seven o'clock of the same night, this detachment was captured by a mob composed of roughs and half grown men, brought across the river, marched down Market Street to the Penna. Railroad depot, where their captors gave them a supper, put them on board a train, and sent them to Phila. The arms and ammunition, taken by the mob from this detachment, were delivered over to the mayor of the city, with the condition that they were not to be used against the railroad strikers, and were finally returned, by him, to the State Arsenal.

The humiliating spectacle of these troops, prisoners to a motley crew of boys and roughs, paraded through the principal street of the town, guarded with their own arms, which had been taken from them, aroused the indignation of the better class of citizens, who naturally became thoughtful and asked if that strange guard, which surrounded the troops of the State, were the masters of their lives, honor and property. This scene made the people thoughtful and indignant.

During the same night the mob element, emboldened, no doubt, by their success with the military detachment, broke into and sacked the various gun stores of the city—this with violence and without the least effort at concealment of their acts and intentions.

This was the first organized attempt to appropriate private property by the strong hand, and aroused the citizens to action. They formed themselves into a law and order posse, under command of the sheriff of the county, and nightly hereafter, during the continuance of the disorder, patrolled the streets.

This organized banding together of citizens, on the side of the law, was the element heretofore wanting, and by its show of strength soon taught the evil disposed portion of the community that they were no longer to supersede the law by their own wills and brute strength.

In a few days organized bands of rioters were no longer to be seen on the streets, and threats of violence became feebler, and finally died out. With the breaking up of the organized mob, the strange faces that were prominent in counseling and leading it, suddenly disappeared and arrest of known actors in violent lawlessness began.

The manufacturing establishment gradually started up, and the trains ran as usual. The serious question as to the food supply along the lines of the railroads, all freight trains having been stopped by the strikers, was removed by the resumption of travel consequent upon the breaking up of the mob organization.

The Seventh and Eighth Regiments, stationed at the Arsenal, were kept under strict discipline, and well in hand, no one, in uniform, being permitted the town. Both the mayor of the city of Harrisburg, and the superintendents of the railroads, deprecated the contact of the soldiers with the rioters. They feared that the attempt at coercion would provoke the rioters to destroy and burn railroad property; but, if let alone, they would do no serious injury to persons or property. As a consequence no call was made on me for troops,—no attempt at coercion was made. The strikers made their own terms, and, finally, disbanded, the lawless spirit having expended itself by lapse of time.

On the 25th of July, by your orders, the Eighth Regiment, under command of Colonel Gobin, marched from the Arsenal to Rockville, Dauphin and Marysville, and

were there placed on duty, guarding the railroad bridges at those points.

Many calls were made upon me for troops, notably by the sheriff of Schuylkill county, the burgess of Shamokin, Pottsville, Cressona, Girardville, Mt. Carmel and Ashland, but, as none could be given, I recommended, in each case, the example of Harrisburg. This advice was followed at the various points in Schuylkill and Northumberland counties, where riotous demonstrations were made or threatened. Citizens formed themselves into companies, for the maintenance of law and order, at their own homes, and I promptly sent them arms and ammunition. With these, armed men patrolled their own towns, and kept in order those disposed to evil.

At no point within the bounds of my command was there an actual conflict between the citizens, except at Shamokin, in Northumberland county. At that place, during the evening of July 25, the rioters broke into, and robbed of all freight, the Reading depot; armed citizens, acting under the order of the burgess, fired into and dispersed the mob. Several persons were killed and wounded, but all lawless acts were effectually ended.

At every point where citizens organized, and armed for self-defense, the mob element was successfully held in check, and, in my opinion, furnishes the only remedy for formidable outbreaks, such as that of July 22 and 23. Whenever the outbreak becomes general, and manifests itself at many and widely separated points at the same time, well disposed citizens must visibly exhibit their sympathy on the side of the enforcement of law and order, and in organized form by the side of the uniformed militia of the Commonwealth. On the 31st of July the Eighth Regiment was relieved from guard duty on the railroad bridges, and ordered to the Arsenal, Harrisburg, where, having relieved the Seventh Regiment, they were instructed to await the arrival of the Fourth Regiment, under Gen. Frank Reeder.

During the night of the 31st, in compliance with your orders, I proceeded by rail from Harrisburg, with the Seventh Regiment, towards Pittsburg, leaving instructions with Col. Gobin to follow me with the Eighth Regiment,

upon being relieved of the troops, under Gen. Reeder, and arrived without accident at Roup's Station on the evening of Aug. 1, where, by your directions, I established a camp, locating in the woods northwest of the station. During the night of August 2 the Eighth Regiment arrived at the same station and went into camp.

On the 1st day of August, in compliance with Special Order, No. 34, I assumed command of the Fourth and Tenth Divisions, and finding the location of Gen. Dobson's command unhealthy and unpleasant, occupying, as they did, cars standing upon the railroad siding, I directed him to remove his troops to Roup's Station, where they went into camp under canvas.

The command furnished such good details as were required for the protection of persons and property, in the vicinity of Pittsburg, and being brought under strict military discipline, improved the opportunity to perfect themselves in drill and all soldierly requirements.

The behavior of the men was excellent, their attention to the details of soldier life commendable. Their drills and parades of ceremony were daily witnessed by large crowds of people.

My command was inspected by His Excellency The Governor and yourself on the 3rd of August, and presented a very creditable appearance, in members, discipline, and drill.

No extraordinary call was made for troops during our stay at Pittsburg, the disorderly elements having expended their strength in the riotous demonstrations on the 21st and 22d days of July.

On the 9th and 10th of August my command was ordered to the various places of company rendezvous, the troubles between railroad corporation and employe being considered settled for the time, and left Pittsburg with a pleasant impression of its people, who certainly did all that they could to make our stay in their midst as comfortable as such life could be made.

I would especially call attention to the water supply at the Arsenal, Harrisburg. The only resource is a well in the ground; this was soon emptied by the demands made thereon by the troops of the Fourth Division, and

compelled the hauling of water from the Susquehanna River. It is essential, if the Arsenal is ever again to be occupied by a garrison, by a large number of men, that the water supply should be in the building, and inexhaustible. A connection with the water mains supplying the city of Harrisburg will remedy the evil.

I am grieved to be compelled to report that two of the companies of the Eighth Regiment, one at York and one at Lebanon, no doubt overborne by the persuasions or threats of those sympathizing with the strike, refused to obey the orders to march and thus fulfill their obligations as members of the National Guard of Pennsylvania. Whether weakness, fear, or sympathy with the strike was the cause of their refusal, I know not, but the result was the same, whatever the reason. It was manifest that they could not be relied upon in the hour of danger, and they were consequently disbanded.

The alacrity of the response, the fullness of the ranks, the readiness with which orders were obeyed, and the discipline and good order shown, satisfies me that the Fourth Division can be relied upon in any emergency. Coming, as most of the troops of my command do, from regions periodically disturbed by the same causes which produced the July riots, the conduct of the men is especially commendable, and a proof of thorough reliability.

The Seventh Regiment, well officered, and with efficient staff, attracted considerable attention for their soldierly bearing and full ranks, having four hundred and eighty-six present out of a total of five hundred and eleven on the rolls. The Eighth, though not so strong in numbers, and show of strength and prestige by the absence of three companies, one neither armed nor uniformed, and another scattered through a country district and unable to concentrate upon a sudden emergency, did their duty well and faithfully. One company of the Eighth, Co. F, Captain Hoffman, deserves special mention from the fact that every man belonging to the organization was present.

The Ashland Dragoons were ordered forward mounted, but the commanding officer having answered that parties owning horses refused to hire them for this service,

the company was placed at the disposal of the sheriff of Schuylkill county. No occasion arose for their services.

The health of my command was good, and the medical department efficient.

The quartermaster and commissary departments were successfully conducted by Major Joseph V. Einstein and Major E. J. Phillips, of my staff. Supplies had to be purchased here and there, as the emergency forbade any previous provision for the sudden demand. For several days, the question of food for the troops became very serious, from the cessation of freight trains over the railroads. That the troops were well and promptly supplied, is due entirely to the tact and energy of these officers. They were detailed to act for the occasion, and developed a remarkable adaptation to the duties of the positions so unexpectedly imposed upon them.

I would strongly urge, in view of the experiences of July last, that the State furnish to her National Guard, a cheap fatigue uniform for active service; but more essential still, that blankets, knapsacks, haversacks and canteens be supplied, so that the troops when called out and moved to a community so unsympathetic as to refuse shelter and food to the armed forces of the Commonwealth, each soldier will have with him, when he starts from home, what is necessary for the health and warmth of his body.

The gentlemen of my staff (with the exception of three who were sick; but those were supplied by volunteers,) some of them with important business interests, requiring their personal attention, without a moment's hesitation, responded to the call, and assumed, and well and faithfully performed the duties of a soldier. It is but proper, that I should make special mention of Lieutenant Colonel J. Wesley Aul, my assistant adjutant general, who kept me fully advised as to the situation at Harrisburg, during the 21st and 22nd of July, up to the time of my departure, with the troops from Pottsville, and, as far as practicable, while on the way. He also arranged for the transportation and landing of the several commands at points, so as not to come in contact with the excited mob in and about the depot at Harrisburg. To him is due the credit for my arrival at the Arsenal with my entire command, (coming in detachments,

from various points,) unnoticed by the excited mob at the depot, and thus prevented, what might, otherwise, have resulted in a serious conflict.

I am, General,

Very respectfully,

Your obedient servant,

J. K. Seigfried,

Major General.

Not knowing this history from my own personal knowledge, I called on a citizen of Pottsville, who, I was informed, served throughout this campaign, and I asked him to give me his knowledge and experience. He said: "During the third week of July, 1877, we heard here in Pottsville many rumors of riots and tumults along the line of the Pennsylvania and Baltimore and Ohio Railroads. No one thought there was anything serious in it, until probably the latter end of the week, when the Philadelphia militia, under General Brinton, was ordered to Pittsburgh. Things grew more serious, trains were halted—not allowed to run. Outbreaks all along the line. The news was such that men soberly felt that a terrible crisis was coming on. On July 21 we learned that a battle had or was taking place at the round house and at 33rd Street, Pittsburgh, and that the city was under control of the mob. On Sunday morning we learned from the bulletin board that the rioters had entire control of Pittsburgh. That they had burned the Union Depot and a number of houses in its vicinity and had burned all the cars in the yards, and that terror reigned. Having volunteered as a private, I was selected on that Sunday morning as an aide, with rank as major, on General Sigfried's staff, and assumed duties of carrying dispatches on that afternoon, and I delivered him dispatches which caused him to open his headquarters in his office about four o'clock.

At this place soon gathered many prominent citizens of Pottsville, and there was a gloom over this town, as bulletin after bulletin came in, that spread like a pall for the dead. Orders came near six o'clock on that Sunday evening that General Sigfried should proceed with his division to Harrisburg to save the Capitol and the State Arsenal, holding some 10,000 stand of arms, nearly all of the artil-

lery and the ammunition and other war equipments of the State. The orders flew to all the commands to mobilize at once, with the result that every company of the 7th and 8th Regiments was on the march for Harrisburg before 8 o'clock that same evening. General Sigfried's Division had jurisdiction over the following counties, Dauphin, Lebanon, Schuylkill, Montour, Northumberland, Union, Snyder, Juniata, Perry, Cumberland, Franklin, Adams and York. There were but two regiments, the 7th and 8th, of uniformed and regularly armed militia in the Division. All the companies reported for duty in extra numbers, save one, which refused to serve; not from this county, however, and there were several who did not report in full, but I think all the Schuylkill and Northumberland County companies reported in numbers above the maximum. The following schedule was made: That the Harrisburg Company should take possession of the State Armory on Sunday afternoon; which they did by strolling out without uniforms. That the other companies be moved there by the shortest route.

Now right here, I want to say that General Sigfried was one of the great factors that suppressed these riots. He did not know it himself at the time, for he went out only as a soldier. During that campaign I learned to know many of the prominent commanding officers of this State during the Civil War. The unanimous opinion of these men was that General Sigfried was the best equipped general officer that the State had, and that, as a commanding officer of an army, he had no superiors. After this campaign I had occasion to visit the then Governor of Pennsylvania, who, after I had finished my interview with him, said to me (this was probably in 1885) "I have an application from General Sigfried to resign from the command of the 3rd Brigade. I shall not accept it and I wish you to tell him so, although I wrote him only this morning. I do not wish to lose this valuable officer. After he tendered his resignation, I spoke to General Hartranft (who then commanded the Division of the National Guard of Penna.) He said to me that I ought not accept it and then added, 'I have served under all of them, excepting Sherman and Sheridan; but if I had my choice to serve un-

der any and all of them, I would serve under General Sigfried as the man who knows how to take care of his troops and how to fight them.'” The Governor then said, “I believe that General Hartranft is the best judge of a good general, of all the judges I know, and therefore, I will take his judgment.” General Sigfried was for many years prior to the Civil War associated with the militia of Penna. and an excellent drill master. He enlisted in the three months’ service as First Lieutenant of Robert Allison’s company of Port Carbon. He afterward enlisted for three years’ service in the 48th Regiment and was elected Major, of which General James Nagle was Colonel. Upon retirement of David A. Smith, he was elected Lieutenant Colonel of the regiment, and in 1862, when Colonel James Nagle was made Brigadier General in General Reno’s Division of General Burnside’s 9th Army Corps, Colonel Sigfried was elected Colonel of the regiment. He commanded it through the campaign of New Bern, Second Bull Run, Antietam, South Mountain and Fredericksburg. Thence they were transferred to the Army of the West and his portion of the corps marched to Knoxville, while another portion of the corps marched to Vicksburg, and aided General Grant in the siege and capture of that place. General Sigfried was for the longest time stationed at Lexington, Kentucky. He afterwards proceeded to Knoxville and was among the besieged who were almost overwhelmed by General Longstreet and his Western Army. He commanded his division at the battle of Campbell’s Station, during which the General of the Division, General Hartranft, arrived on the scene and to whom, as his superior officer, General Sigfried reported. He was told by his superior to continue the battle which he had begun and he would serve on his staff. This was done and the battle of Campbells Station was a Union victory. Colonel Sigfried then brought his regiment home to Pottsville, where it was most generously received. He recruited his regiment to its full numbers and reported to Annapolis, Maryland, and was again assigned to the Ninth Army Corps, and served through the campaign of General Grant from the Wilderness to Petersburg.

During that summer many of the colored phalanx

were recruited into the Union Army, and upon the most earnest solicitation of General Burnside, he took the command of a brigade of colored soldiers, and that brigade made itself famous in its charge, which was ordered by the General in command, too late, right after the explosion of General Pleasants' Petersburg mines, when General Sigfried charged his brigade over the bodies of the white troops then in the crater, reached the fence beyond the crater, leaped it, and shouted, "Remember Fort Pillow," (at which point a short time before the colored troops were ruthlessly massacred by their rebel captors.) The charge came too late, however, and the General and his brave brigade were driven back, leaving at least one-third of its number on the field of battle. I wish to state, as a matter of record, that General Sigfried, our former townsman, was considered by military experts, some of whom are still living, as one of the greatest commanding generals in the Union Army of the Civil War. During the riots of 1877 General Sigfried practically acted as Governor of Pennsylvania for some six or eight days, when Governor Hartranft was striked train stayed in Medicine Bow, Wyoming.

After we left Port Clinton he said to me, "Suppose you see the train master (we were on a special) and tell him I want him to go faster." I went into the baggage car and delivered his message. The train master told me, "Reading is now on fire and we are running through dangerous territory and we must run carefully and therefore slowly." While we were talking some one threw a large nut from a bolt through the car window. We arrived at Reading without further mishap, to find that cars were on fire on the sidings and that the Lebanon Valley Railroad bridge was burning, therefore stopping our way to Harrisburg. The General immediately ordered the engineer of the train to turn his engine and take the train back to Port Clinton and take us to Harrisburg by way of Pine Grove. The engineer did as required and then came and said he had orders from the Reading Railroad officials not to move the train. The General said, "Where are the officials?" He replied, "Up in the tower." We went to the tower and Gen. Sigfried was met with this remark from General Manager Wootten,

"You see our cars on fire, you see the Lebanon Valley bridge on fire. Everything points to the destruction of the city of Reading unless we have military help. We shall therefore require you to stay here." General Sigfried replied, (and there were present with Mr. Wootten many prominent manufacturers of Reading), "Gentlemen, I know your urgent necessity, but I am under orders from the Commander-in-chief, who is now train-stayed, to take my Division to Harrisburg to preserve the State Capitol and the State Arsenal, and that is my only destination." "We cannot give you transportation," replied Mr. Wootten, "and furthermore," said he, "we have just received information that the tracks have been torn up east of Dauphin on the Pine Grove route." Then General Sigfried said, "I will go as far as I can by rail and march across the mountains." "We will not let you go," said Mr. Wootten. General Sigfried turned to me and whispered, but I had already taken in the situation and had sent Captain Boyd to have a sergeant and four men to stand over the engineer and fireman with fixed bayonets. I said, "Say to these men that if the manager does not order this train to move within five minutes, that you will confiscate it." This he said to them, and added, "I have not another word." They again consulted. Our train moved on in five minutes. When we arrived at the first station north of Reading, the train suddenly stopped and a message was handed me for General Sigfried. He read it and said, "Tell that engineer, that if he stops again, I will have him shot." The message was from Reading, asking us to come back.

As some of the men had left home without supper, we telegraphed to Pine Grove, to have three barrels of crackers, several dozen pieces dried beef and some whole cheeses. and when we passed through there about midnight, every man was rationed up for two days march, if necessary. When we came near Dauphin, we looked for the torn-up tracks, but there were none. We were now in the riot belt and we stopped at a point at about two miles south of Rockville, after running our train with flankers, and met Major Samuel A. Losch of General Sigfried's staff. He told us if these troops were taken into the city, they would be fired on, but he knew a little lane that leads to the Arsenal.

The General said, "I propose to take the troops to the Arsenal and immediately establish my headquarters in Harrisburg and I shall do so just as soon as I have taken charge of the State Arsenal and have my post established there." What a happy people the members of Co. D of the Eighth Regiment were when we arrived. And how happy the people of Harrisburg. On that day, Monday evening, they organized twelve large companies of Law and Order men and with Colonel Knipe as commander, they paraded the streets of Harrisburg, to show that law will prevail against the mob. Yet their encouragement was that nearly 2000 soldiers were ready to stand by them, nearly all of whom, had served throughout the Civil War of the Rebellion.

By Monday evening both regiments were encamped about the Arsenal. General Sigfried then left to go to his headquarters in Harrisburg, and directed me to remain in camp and keep him informed. The Eighth Regiment was detailed to guard the bridges at Rockville and at Dauphin, and the Seventh Regiment to do patrol duty in and about the camp and Harrisburg. During that time, General Sigfried acted as the Chief Executive and distributed many arms throughout the State. We remained in Harrisburg a little over a week. The citizens had thoroughly organized into drilled companies and were well armed, and all danger was over. Supt. McCrea, of the Middle Division of the Penna. Railroad, notified General Sigfried that the mob would hold a meeting in one of the shops and round-houses on that day, and that it was rumored they would set fire to some oil cars and rush them through the city. The General felt anxious to know what would take place at this meeting. Capt. Boyd and I volunteered to attend the meeting, which we did, in disguise. The meeting was practically tame for fear of the soldiery and the well organized citizens, and we so reported.

On the afternoon before the night of our departure from Harrisburg to Pittsburg, the General directed me to go to the Penna. Station and order some sixteen cars ready to move west at 4 A. M. the following morning. They told me they could furnish only freight and cattle cars, such as I had seen General Dobson's Division using as they passed through Harrisburg on their way to Pitts-

burg the night before. I reported. The General sent me back to demand passenger cars, that if they failed to collect the cars, he would send details to York, Baltimore and Sunbury to get them, or he would confiscate their passenger trains. This brought the cars in quick time, and our troops were taken to Pittsburg, not as animals, or as freight, but as men. We stopped at Altoona and Johnstown, where we saw on the bridge across the Conemaugh, the flange marks on the sills, from the derailment the evening before, containing a battalion of Regulars. After a slow and careful run, with frequent stops to inquire after the safety of the road, we arrived in Pittsburg at about 3 or 4 P. M., nearly 12 hours on the trip. We stopped at Roup's Station, about one mile west of 33rd Street, where the battle with the Philadelphia troops had taken place some days before. We were under canvas before night-fall, and that evening details were sent out as pickets; guards were posted, and Colonel Caldwell held a dress parade. There were but few people to witness it, but these few made known the fact that there were several regiments of soldiers in this camp worth looking at. The result was that thereafter there were thousands to witness this beautiful ceremony every evening. Their uniforms were gay, it is true, but they were handsome when worn by a body of men. Men and women cheered and applauded, and the people of Pittsburg immediately fell into the belief that they were being guarded by soldiers. Among these were the Seventh and Eighth Regiments.

A few days after the western roads were opened to passenger traffic and Governor Hartranft arrived at camp. He immediately placed the post at Pittsburg under the command of General Sigfried. They conferred for a long time in the General's tent. He ordered an immediate inspection of the troops. This was the only occasion upon which General Sigfried appeared in the full uniform of a Major General, during the entire campaign. I was present when General Harry White, who was by seniority entitled to the command of the post at Pittsburg until displaced by the order of the Commander-in-Chief, with his Adjutant General, reported to General Sigfried. As they were approaching the General's tent, he arose, took off his

hat and met them beyond the guard line. General Sigfried said, "General White, I recognize your seniority over me." General White replied, "I recognize the command of the Commander-in-Chief, I come to report to you, General."

It was a well known fact that the original cause of this strike and its consequences was the inauguration of running "double header" trains out of Pittsburg. This meant that two engines would pull two trains in one and with one train crew. Several days before our departure from Pittsburg, General Sigfried called for me and I reported to the General. He said, "You will present my compliments to Major Pitcairn," (the superintendent of the Western Division of the Pennsylvania Railroad), and say to him that I expect almost immediately to withdraw my troops from this post, but that I shall not do so until I know that the double-headers are in successful operation. That I want him to start out two double-header trains, eastward, tomorrow morning at six o'clock sharp." This was about seven o'clock in the evening. I delivered the message. The superintendent said he doubted his ability to get the train crews, but he would send his private secretary to the city, who would find what could be done. I answered, "All right. I shall remain here until I can give positive information to my chief." At about ten o'clock the secretary returned and reported that the crews would be ready. The railroad was to be especially guarded. I returned to camp and reported the facts to the General. He then ordered me to instruct the sentinel to awaken me at two o'clock A. M. and that then I should ask Colonel Caldwell to detail one of his largest companies for my service, and that I should take the company to Shady-side, about one mile west of our camp, there divide the company, have its captain take one-half of the men and station posts between that point and East Liberty to the eastward along the line of the railroad tracks, and that I should take the rest of the command to the westward and station guards as far westward as 33rd Street, Pittsburg.

We left camp at three o'clock A. M., and did as instructed. It was the Shenandoah Company of the Seventh Regiment some eighty strong and the last post was proba-

bly three hundred yards from Thirty-third street. I left this post in charge of Sergeant Boyer. After giving them proper instructions, I started to leave them, walking towards Thirty-third street. The sergeant followed me and asked me where I was going, I said, "Down the road into the town." He said, "Do you not see that great crowd of hoodlums sitting along the tracks at Thirty-third street." I told him I did, but that would not stop me from my purpose to see that those crews were being formed. I was armed only with my sword and he pressed on me his six-shooter. I passed through a crowd of probably five hundred men, unmolested, but not without fear. I saw them arranging their trains and instead of walking back, I hailed a light engine and rode to camp. At about 6:20 on that morning, these two double-headers passed by Roup's Station, our headquarters and were hailed by General Sigfried. And to this day double-headers are still running from Pittsburg, east.

This closed as far as I know the history of our work. The National Guard was sent home. A Provisional Regiment was organized from the Guard which served for a period of three months, but the campaign was ended. We reached Pottsville on a Friday evening in the latter part of August. A splendid entertainment was given our soldier boys. After the close of this campaign General Sigfried said to me that this was the hardest and most responsible campaign he had ever gone through, that in the Civil War he could know his enemy and where to find him, that in this he could not, and I believe he was right.

I then left my respected friend and made up my mind from what I had learned through the records and interviews, I would read to this Society my history of the companies of the Schuylkill County soldiers in the Industrial Disturbances during the riots of 1877 in Pennsylvania.

History of Mahanoy City and the Building of Mahanoy Tunnel.

Read Before the Historical Society of Schuylkill County, by
MRS. T. H. B. LYON, May 31, 1905.

The name Mahanoy is no doubt a corruption of the Indian name Maghoniow. In describing a tract of land purchased of the Five Nations, these words are used: "Running up to the north side of the mouth of the creek called in the language of the Five Nations Cantagny, and in the language of the Delaware Indians, Maghoniow." That creek is now called Mahanoy Creek, which is a branch of the Big River, Susquehanna, and this creek runs through the Borough of Mahanoy City. The town no doubt takes its name from the creek. Maghoniow is a beautiful name. It is a great pity that it should ever have been corrupted into the doubtful name of Mahanoy.

The Iroquois had conquered all the Indian tribes in Pennsylvania many years before there were any white settlers on the present territory of Schuylkill County. This was merely a hunting ground for the Delaware Indians, and not a permanent residence for any tribe. So we get the name, not from the real owners of the land, but from these wandering hunters. There never was any attempt, as far as known, for even a temporary abiding place by any of these tribes. The country was not fitted for Indian towns, being too rocky and barren, while the streams were rough and carried a heavy undergrowth of laurel, which prevented fishing and any easy way of canoe travel by short stages.

The origin of the first house built within the limits of the town is very obscure. Some say it was built by an old German hunter named Reisch, who used to spend most of

his time in the woods. It was an old log house, when first known and situated on the east side of the old Catawissa turnpike, which is now Main street, and directly opposite the offices of the Mansion House building. The spot is now occupied by some weigh scales.

Many different tenants seem to have occupied this old log house temporarily. It was used as a hostelry and as a possession house, and both the old peddler and his murderer, Baily, stayed the last night before the tragedy in this old log cabin. The front part of the house was torn down, and the back part moved to the lower end of the third lot on Centre Street, where it served as a kitchen for the new tavern erected by Jacob Faust for Emanuel Boyer in 1853. Emanuel Boyer was the first permanent resident of Mahanoy City. His house stood on the third lot from what is now Main Street, on the south side facing Centre. It is the lot on which Noonan's department store is now being built. Mr. Boyer was asked to come here and settle by the Little Schuylkill Company, so as to keep possession of the tract of land purchased by them from the Kunkle heirs.

! When Mr. Boyer settled here his nearest neighbor was Mr. William Faust, who was stationed by the Little Schuylkill Company in a possession house on a small farm back of what is now known as Lanigan's Patch. That was three miles from Mahanoy City, Mr. Boyer being, as stated, the first resident here, was given the choice of the four corners at the junction of Main and Centre Streets. He took three lots at the southwest corner and built on the third lot. The first and second lots are now owned by John C. Knapp, and the first lot is occupied by the Merchants' Trust Company. The northeast corner was purchased by the Thompson Bros., who erected a large store which was occupied by one of the brothers, Dr. L. C. Thompson, who lived the remainder of his life in this town. That corner is now own and occupied by the First National Bank. The southwest corner, opposite the first old log house, was built up by the Little Schuylkill Company for a hotel, and was named and is now known as the Mansion House. Its first landlord was Wilbur Smith. He occupied it for a couple of years and then went to Mauch

Chunk for a short time, and then came back again. William Agard bought the northwest corner and put up a house on the third lot facing Main Street, which was occupied as a possession house by Ed. Boyer, who sold drinks by the quart. He was a distant relative of Emanuel Boyer. A man by the name of Kunkel owned thousands of acres of land here, and it is said that he offered an acre of land to any man for a day's work. What is now Main Street was the old Catawissa turnpike, and this old log house, whose main part was torn down about 1850, was the only house for three miles along that road. The mountain house was built afterwards as a possession house and road house.

On the hillside north of the Reading depot is a burying ground. No one knows who are buried there. The graves were fenced in when Mr. Boyer came here, but there were never any headstones or marks of any kind to tell whose bodies they contained. The graves are now entirely obliterated and only a few of the oldest inhabitants even remember of having seen them.

Before the channel of the creek was changed the lots along Main Street, reaching from what is now Water Street to Mahanoy Avenue, were a bed of brick clay, and Emanuel Boyer built two brick kilns, one near what is now Pine Street and another near the northeast corner of Main and Mahanoy Streets. The bricks were made from the clay taken from these lots, which are now covered with culm and dirt, and were sold to Kear and Patterson.

There was an old map of Mahanoy drawn about 1856, but the true map of the town, as now laid out, is the one drawn by Frank Carter in 1859. Mr. Carter came here in the early 50's. He built and lived at the southeast corner of Main and Maple Streets, on the Pottsville road. His brother William lived up Mahanoy Avenue, on the tract owned by Troutman, Biddle and Dundas, in what we call "Hesse Stadel." They called the upper part of the town "Hesse Stadel" on account of so many Hessians coming here and settling in that part of the town. The company used to bring in train loads of these emigrants to work in the mines that they were just opening up.

Both Frank and William Carter boarded with Eman-

uel Boyer before they took up their residence here. Wm. Carter lived here all his life. He died in 1904. E. S. Silliman and Alexander Fisher both came here in about the same year, and both boarded with Mr. Boyer. The company leased the land to individual operators with the understanding that each was to mine and ship a certain amount of coal during the year, and E. S. Silliman was the only one of the lessees that carried out his contract in full. Some houses were built about this time down Spruce Street, and Silliman's men lived in them. They are still known as "company houses." Henry Litsch came here about the same time and built the first bridge in town, at the junction of Main and Water Streets. Litsch's contract called for half payment in store supplies, and Boyer boarded the men and took store supplies for payment, so that very little money was exchanged. The woods were full of game, and the streams were full of fish. Burd Patterson brought a man up here from Pottsville to beat Boyer at catching fish. His name was "Johnny" Kutsner. The man that caught the greater number of fish from six o'clock in the morning until four in the afternoon was to receive five dollars. Boyer gave his opponent the choice of streams and to Boyer was left the Tunnel stream, and between here and the Tunnel Boyer caught four hundred trout.

One time thirty-two of the land owners and mine owners and officials of the road sent word to Boyer to fix them up a game dinner. He went out and caught half a barrel of trout, and he also had turkey, pheasants and deer. Before that railroad was finished the Odd Fellows had a banquet. They came riding through the woods from Pottsville, Tamaqua, Girardville, Hazleton and neighboring towns. Dr. Kreidel, who rode sixteen miles, Jonas Hines and Frank Carter were the leaders.

A very amusing story is told of a wood cutter who went out to his work, and, seeing the tracks of a bear, was so frightened that he climbed a tree and stayed there until found some time in the night by those who missed him, while the bear was trotting along twenty miles away.

In the year 1863, the Borough of Mahanoy City was incorporated. There were seventy-three signers to the

petition—a majority of the freeholders of the town, of whom G. E. Brendle, Emanuel Boyer, Wm. H. Heidenreich, G. R. Goodman, John Hersker, Jacob Frank and Jacob Deem are still living in the borough.

In 1866 it was divided into wards—North and South wards—Centre Street being the dividing line. It is now divided into five wards—First and Second being west of Main Street, and Third, Fourth and Fifth, east of Main Street.

John Eichman was the first Chief Burgess, and was elected for seven consecutive terms. Emanuel Boyer was elected Chief Burgess in 1871. Frank Wenrich was elected in 1872. He served in the Pottsville First Defenders in the war for the Union. He was First Lieutenant in the Silliman Guards until he moved from town. He was arrested and tried for complicity in the Wiggan's Patch riot, but was triumphantly vindicated of the charge. George Major was elected in 1874, and he was killed while on duty.

The first meeting of the School Board was held in June, 1864. They had then sixteen schools. They have now about fifty.

The first newspaper was the Mahanoy City Gazette, which made its appearance on Saturday, November 11, 1865. During the proprietorship of Lyon and Comrey, the name was changed to the Mahanoy Tribune, which name it has since retained. It is now owned by Rausch, Kirchnesr & Co. Charles Spencer started the Mahanoy Valley Record Thursday, November 2, 1871. A year later he sold the business to John Parker, the name being changed to Parker's Tri-Weekly Record. John Parker, Jr., issued the paper daily and it is now called the Daily Record. He sold it to M. T. O'Connor, T. C. O'Connor and Harrison Ball, T. C. O'Connor being the editor. The Daily American was formerly edited by T. J. Joyce, and is now owned by D. M. Graham.

The Silliman Guards were mustered in November 17, 1875—Captain, John F. Schoener; First Lieutenant, Frank Wenrich; Second Lieutenant, S. S. Hoppes.

The First National Bank was organized in September 27, 1864. E. S. Silliman is President. The Union National Bank, Harrison Ball, President, and Merchants'

Trust Company, D. M. Graham, President, are located here. There are three saving funds.

There are nineteen churches of all denominations, a business college, a parochial school, two shirt factories and a cap factory; but the chief occupation in the town is the mining of coal. There are also two very fine opera houses.

HISTORY OF THE BUILDING OF THE MAHANNOY TUNNEL.

Michael Barry and a man named Bauns entered into a contract with The Little Schuylkill Co. to dig a tunnel between Mahanoy City and what now is known as Lakeside.

Bauns retired before the work was begun, and sold his place and interest in the contract to Philip and Patrick J. Barry, brothers of Michael Barry. P. J. was made superintendent, and lived near and took charge of the works. The head engineer was a man named Anderson, from Tamaqua. The tunnel was begun in 1859 and finished in 1862. The time and dates are marked on stones at either end of the tunnel.

During the three years of constant work in drilling and blasting not a single accident occurred, nor was there a single man hurt. There were rare fights between the different factions, at that time known as the "Corkonians" and the "Fardowns,"—an old world feud which has long since died out in the New World's freedom of thought and speech.

But most of these workmen were new and held a grudge against each other to such an extent that they would not exchange shifts, or hold communication in any peaceful way. The day shift was from 6 o'clock A. M. to 6 P. M., with one hour for dinner. The night shift from 6 P. M. to 6 A. M., with an hour's rest at midnight. Eleven hours' work for each gang. The heading men, who worked at the top, where was the more danger from falling rocks, were paid seven dollars a week. The bottom men eighty-seven cents a day. "A Round" was putting a hole into a rock for the purpose of blasting. It took two men at each drill, one holding and one striking. They had five

pairs of such men in each heading. They were each to drill seven rounds, or seven holes for a day's work. When the fight began between the two sets of workers, the day men made eight holes for one shift; then the night men made nine. They kept on increasing the number of rounds until they reached fourteen. Then, getting tired of such strenuous labor, they all dropped back to the seven rounds. The Barry's refused to accept seven rounds as a day's work. They thought that men who could do fourteen holes for spite could drill the same for pay. They finally compromised on eleven rounds for a day's work, and were paid on that basis until the tunnel was completed.

THE RIOT.

Pat. McCann was the leader of the "Fardowns." He kept a "speakeasy" below Heidenrich's farm. O'Donnell was the leader of the "Corkonians." He was a tamper breaker of rocks. Frederick Reidinger, now living in Mahanoy City, 1905, was the head blacksmith for the Barry's during the whole time of the excavation of the tunnel, and lived right on the spot. This report of the troubles between the factions is taken from Mr. Reidinger's own experience and knowledge. He had made an immense hammer for this O'Donnell to break the stone which was used to tamp down the powder in the drilled holes. One day O'Donnell was in the blacksmith shop when McCann came in. They at once began sparring with each other, when O'Donnell, becoming furious at something that McCann had said, picked up this tamper and struck McCann, and nearly killed him. It was thought he would die, but in a few days he was around again blatant as ever. The superintendent when he heard of the fight, discharged the two men. McDonnell went away, but McCann hung around. When he was able to work, Hugh Dolan, the headman on the Fardowns' shift, put McCann on a job without the knowledge of the Barry's. P. J. Barry, at that time in charge of the works, lived right at the tunnel in the mess tent. He went into the tunnel and, finding McCann there working, ordered him out. He went, but the rest of the Fardowns dropped their tools and went out with their leader. The Barrys then for a while

worked only one set of men. But the Fardowns were continually annoying those who kept on working, waylaying them, badgering and stoning them.

Some of the idle men were married and had their families living in little shacks near the tunnel, and winter was coming on, and the money was getting scarce. They finally went to Supt. Barry and asked to be taken back. He agreed to, and did take back the married men; but refused to take on the single ones, as they were the agitators. A few days before New Year's, 1860, there were notices put up in the tunnel and outside the blacksmith shop, stating that if P. J. Barry, Supt., did not take back every one of these idle men, he would have to face "THIS," and "THIS" was a well drawn revolver. Mr. Reidinger sent word to the Supt. about these notices, and Barry told Hugh Dolan to tear them down and to tell these men plainly and distinctly that he would not take back one more of these men, not a single man.

On the Saturday night before the New Year, a number of men surrounded Barry's shanty and called for him to come out, and talk to them. He called through the door that he would talk to them, but that he would not come out. They said they would ask him six times to come out, and if he did not come after the sixth call he would have to take the consequences. He did not come, however, after the sixth call, nor before. His bedroom in which his wife and three children were sleeping was back of the eating room in the shack. He placed his family flat on the floor under the beds. His nephew, Mike Barry, and brother-in-law, Paul Decker, were sleeping up in the loft. When they heard the racket, they came down. They gathered all the firearms in the shanty together, and the three men threw themselves on the floor in the bedroom. The Superintendent, sliding up the board window a couple of inches, lay under it and fired through the opening. The first shot was fired by the outsiders. There was an answering shot from inside, which caused a yell of surprise. The rioters sent thirty-six bullets through Barry's bedroom, and he sent quite as many, if not more, hurling through the crowd outside. The boys would keep the weapons loaded and push them along the floor to Barry,

who would raise his arm to the opening and fire. None of Barry's people was hurt.. One man was killed outright and several wounded among the attacking party. There must have been more than fifty in the mob of rioters, as twenty-seven of them reached Hometown quite exhausted, at six o'clock the next morning. A number of others went to Summit Hill, which was then called Old Mine, and never were heard of afterwards. Barry, the superintendent, went to Tamaqua, got a constable and a posse, followed the trail, and arrested the twenty-seven men located at Hometown. Every man arrested was a Far-downer, and every man at his trial proved an alibi. Seven men who boarded at the same shack as Fred. Reidinger were also arrested, and he had to swear that these men were in the shanty the night of the raid.

It was finally conceded that McCann had got outsiders to come in and help him, instead of the idle men, who lived around he tunnel and neighboring towns. McCann himself disappeared for quite a time, but several years afterwards was arrested. Some said that it was on account of being beyond the time limit that he was discharged; but the real reason was that not a witness could be found who could connect McCann in any way with the riot. After that time the workings were continued without any serious troubles until the tunnel was completed in 1862.

THE TROUBLE WITH THE COMPANY.

In the contract, The Little Schuylkill Co. agreed to pay the contractors, and afterwards did pay, one hundred and twenty dollars a running yard for the digging of the tunnel. A part of the money due the Barrys was retained by the company to provide against accident, or loss, or failure to comply with the agreement. So when the tunnel was finished the company owed the Barrys sixty thousand dollars, and the Barrys owed the men three months' wages. The following statement, which may as well be interpolated here, is taken from a written communication made to John T. Quinn, of Mahanoy City, by John G. Gorman of Wentworth, Lawrence County, Missouri.

"After the tunnel was completed the Little Schuylkill

Company ran a locomotive through it to see if it was in working order. Mr. Gorman was on the engine when it went through the first time, and when it reached the west end the engine struck a rock and was ditched. They backed it up, got it on the track, and ran through and on to Mahanoy City, where P. J. Barry gave orders to all the hotels and saloons there at that time that all workmen, civil engineers, railroad hands and officials were to be given all the eatables and drinkables each wished, at the expense of the Superintendent. After a few weeks the Barrys received a dispatch from their counsel, then in Harrisburg, that the road had changed ownership, that the Philadelphia and Reading Co. had bought out the right, title and interest of The Little Schuylkill Company, and that the Barrys should not allow an engine to pass over the road until they had received the money due them."

Mr. Reidinger says that he never knew of a Gorman that was any way connected or interested in the mining of the tunnel, or of any such man being on the first engine, or of the first engine being derailed, yet it might have happened. There was a Gorman who owned a blacksmith shop in Mahanoy City about that time, and sold out and went away, and after his work at the tunnel was done, Mr. Reidinger bought this shop of the first buyer, and ran it for many years. The Philadelphia and Reading Co. did not buy out The Little Schuylkill Co. Some of the directors were the same in each company, and about three or four years after the road was working, the P. & R. Co. leased the road from the original company for a period of thirteen years. At the expiration of that time the Philadelphia and Reading re-leased the railroad from the Little Schuylkill Company for ninety-nine years, which last lease is still running.

The following is Mr. Reidinger's history of the trouble. He was on the ground at the time, from the beginning to the end, an interested spectator, and an ardent admirer of the Barrys, especially the Superintendent, P. J. After the tunnel was completed, the Barrys refused to turn it over to the Little Schuylkill Company until they had received the money due them from the company, which was sixty thousand dollars. The contractors owed the men

three months' wages. The Superintendent called the men together and told them that if they would stand by him, he would not give up the tunnel until he had received the full amount due. If the men would stick to him, and help him to hold the tunnel, then the company would have to pay him and he could then pay the men the wages owed to them; but if he gave up the tunnel, he might have to wait a long time for his money, maybe have lawsuits and delays of all kinds, and the men would have to wait may be for months or years for their wages. The men enthusiastically agreed to a man, to stand by their contractors, and not surrender the tunnel until every dollar of the contract money had been paid. At the west end of the tunnel they built a barricade, consisting of an eight-foot wall with port holes, and four cannon were planted behind these walls. The company had threatened to take the tunnel by force, and the men were determined to fight. The company sent up engines from Girardville, time and again, requesting to be allowed just to run through the tunnel, but the men refused. Fearing the company might try to come through the east end from Tamaqua, the men built a guard house at that end and manned it with two hundred men, with guns and ammunition, victuals and forty barrels of whiskey. As soon as the equipment ran low, more was bought, so that the men were sure of plenty of sustenance. Besides their guns, they also had cannon, two buried in the South Mountain and one on the North Mountain. The Railroad Company, thinking to out-manuever the contractors, brought a passenger train from Tamaqua up to the east end of the tunnel and asked to be allowed to go through; for answer the Superintendent ordered the cannon to be trained on to the engine. It did not take the engineer long to back his cars out of danger. Hearing that the company were contemplating coming from Girardville with a train, P. J. Barry took three hundred men, and, between daylight and daylight, tore up the tracks and threw the rails down the embankments all the way from Girardville to the Tunnel.

Then the president of the company went to Governor Andrew G. Curtin and asked him to send troops down to Schuylkill and force these men to surrender the tunnel to

the Little Schuylkill Company. Hon. Francis B. Hughes was the counsel for the Barrys. He hastened to Harrisburg and laid the whole matter so forcibly before the governor, that Governor Curtin sent for the president of the railroad and, in the presence of the eminent lawyer, told the president to go to the contractors and pay them the just amount that the railroad company was indebted to them, and then if the Barrys did not surrender the tunnel, he, the governor, would take up the case again. That was the last of the controversy. The company paid the contractors, the contractors paid the men, the road bed was rebuilt, the tunnel was turned over to the company, and the men quietly dispersed. To show the way the Barrys worked in order to have the tunnel completed on contract time, Mr. Reidinger stated that for weeks at a stretch the men would work three shifts, two days and a night, or two nights and a day, without sleep, then take one shift for rest and begin again. That he himself, in order to keep up with his work had stood at his forge, four shifts at a time, and more than once he worked seven shifts, or four and one-half days, without rest.

MRS. T. H. B. LYON.

Wills of Early Settlers of Schuyl-kill County.

The Wills were Nearly all Written in German, and are Recorded at Reading. These Abstracts were made by REV. J. W. EARLY and D. G. LUBOLD.

Beyer, Asimus, Pinegrove township. Wife's name not given. Mentions children John, Elizabeth, Christina, Barbara, Philippina, Margaret and Eva. Executor not named.

Witnesses, William Otto and Jacob Heberling.

Dated April 16, 1805. Proved, March 25, 1807.

Bressler, George, Freeholder, Pinegrove township. Wife Mary Catharine made executrix, apparently childless, Witnesses, Jacob Hoetzel and Jacob Weber.

Dated, April 23, 1801. Proved, October 5, 1801.

Brickley, Paul, Brunswick township. Mentions adjoining land owners, Philip Hoy and Martin Warner; wife Catharin, and children, Magdalena, John, Catharine, and Henry, who was less than 14 years old. Executors, wife and Paul Heim.

Witnesses, Andrew Etzler and John Kettner. Will dated, Sept. 21, 1807. Proved, Oct. 21, 1807.

Buechler, Peter, Pinegrove township. Mentions wife Magdalena, and children Barbara, Anna, Margaret and John. Executors Johannes Stein, and Jacob Boehmer, with the wife. Witnesses, Bernhard Bohr and Leonard Read. Will made January 9, 1798. Proved, August 20, 1798.

Denger, Peter, Over the Broad Mountain. Mentions wife Magdalena. Bequeaths homestead to old son George,

who is to pay the widow's dower and each son's share. Mentions son Jacob, Peter, and step-daughter Elizabeth Eckenschied (?). Bequeaths to son Frederick, a plantation. Executors, John and Peter.

Witnesses, Valentine Bender and Jacob Artz.

Will made July 4, 1799. Proved, May 7, 1811.

Dreibelbis, Martin, Manheim township. Mentions wife Catharine. Bequeaths to oldest son Jacob, the grist and saw-mill; to son George, what is known as Minnich's tract; to son Daniel, the homstead. Sons were under age. Mentions daughters Rebecca, Catharine, Elizabeth and Christiina.

Witnesses John Kantner and Michael Emrich.

Will dated Sept. 10, 1799. Proved, Oct. 15, 1799.

Dress, Valentine, Manheim township. Mentions only son George, and three daughters, Catharine, Anna Maria, and Barbara. Witnesses Peter Lehr and Jacob Fischer.

Dated April 10, 1792. Proved, Sept 30, 1799.

Fahl, John Dietrich, Brunswick township, mentions wife Elizabeth, oldest son (not named in body of will, but probably one of the witnesses), second son George, and sister. Executors, Elizabeth Fahlin and George Kraul.

Signed Diter Fahl.

Witnesses, Fred. Aug. Moyer, Christoph Schaber, John Fahl.

Will dated, June 23, 1785. Proved, October 19, 1785.

Goebbel, Henry, Schoolmaster in Zion's church, (Red church), Brunswick township. Bequeaths to wife Philipina 500 acres in Norwegian township. Mentions children Christian, Henry, Ludwig (Lewis), and Catharine, no appraisement to be made, but children to divide property amicably among themselves. Executors, son Henry and son-in-law Christopher Wagner.

Heinrich Goebbel. (Seal)

Wit. Paul Brickley, Andrew Etzler.

Will dated, March 4, 1807. Proved, April 23, 1807.

Heberling, George Valentine, Mahantongo township. Names as Executors, wife Anna Maria and son John. No names of other children. Witnesses, Conrad Trewitz and Johannes Horauf.

Will dated, Oct. 14, 1803. Proved, Nov. 22, 1803.

Heim, Paul, Brunswick township, mentions wife Catharine, oldest son George, son Paul, who is to keep the mother, son John, and two daughters, Barbara and Elizabeth.

Witnesses, Nicholas Millhouse, and Michael Wagner, (The latter had moved to Ohio when the will was proved).

Will made May 25, 1795. Proved, September 26, 1808.

Hering, Ludwig, Braunschweich township. Mentions wife Anna Elizabeth, oldest son Christian, and son Lewis, names executors, son Lewis and friend Peter Schmelcher. Witnesses, William Koch and Henry Schaeffer.

Will not dated. Proved, February 28, 1788.

Jaeger, Conrad, Brunswick township. Mentions wife Catharine and son Henry.

Witnesses, George Kimmel and Christoph Riett. No date when will was made or proved, but recorded after will of Henry Goebbel.

Kershner, John, Manheim township. Wife not named. Daughter Magdalena to have advance payment of £50; then according to age Catharine, John, Jonathan, Elizabeth, John George, Christina, John Peter, Sarah, Anna Maria, Magdalena, Daniel. Executors, Jonathan Kershner, a brother, and Thomas Reber.

Witnesses, Abraham Schneider and Jacob Krebs.

Will dated, July 3, 1810, Proved, Aug. 7, 1810.

Kettner, Henry Adam, Brunswick township. Mentions wife Catharine, and these children: 1 Catharine, 2 Jacob, 3 Michael, 4 John Henry, 5 John, 6 David, 7 Anna Magdalena, 8 Barbara, 9 Peter. It appears that John was to act as executor. He was to provide a home for his

mother, and pay the other children. Witnesses, Paul Brickley and Paul Heim.

Will not dated. Proved, Nov. 25, 1805.

Kimmel, Jacob, Braunschweig township. Mentions wife Margaret, sons Anthony and Jacob, daughters Margaret Elizabeth, Catharine, Maria, Barbara, Catharine Elizabeth, and Margaret. Executors, wife Margaret and son Anton. Witnesses, Peter Schmelcher and George Borgess.

Will dated, March 6, 1793. Proved August 27, 1793.

Kopp, John, Pinegrove township. Names as executrix, daughter Dorothea Schneider, who is also the designated heir. She is to pay £5 to John Kopp, Jr. After her death, property is to return to legal heirs of John Kopp. Witnesses, Christian Zerbe, and Egidius Meyer.

Will dated March 24, 1795. Proved, March 4, 1799.

Krammes, Andrew, Manheim township. Appoints wife (name not given) and Andrew Krammes, Jr., Executors, mentions sisters of A. K., Jr., Magdalena Berkheiser, and Anna Maria Rank(in). Refers to others but not by name. Witnesses, Peter Staller and Nicholas Staller.

Dated, July 6, 1802. Proved, Nov. 3, 1802.

Kriechbaum, Adam, Pine Grove township, mentions wife Barbara, son John, John Wilhelm, and two sisters not named. Executors, John George Kriechbaum and John Adam Kriechbaum. Witnesses, Henry Abel and Jacob Roehrer.

Dated, December 27, 1800. Proved, March 16, 1801.

Lengel, John, Pine Grove township. Bequeaths £100 to heirs of son-in-law Frederich Womelsdorf, married to daughter Catharine. Remainder of estate to be divided equally among the other children. Names executors, daughter Christina, Leonard and Thomas. Witnesses, Adam Gebert and Heinrich Appel.

Dated July 22, 1805. Proved June 8, 1806.

Loeury (Lowry), Dieter, Manheim township. Names executors Egidius Meyer, and the wife Elizabeth. Refers to children, but gives no names. Requests that they remain with the mother until age of fifteen. Witnesses, Andrew Krammes and Jacob Scholl.

Dieter Loury, (Seal).

Dated July 1, 1799. Proved, April 8, 1800.

Marburger, Simon, Manheim township. Mentions wife Anna Maria, children Daniel, Simon, John, Christina, Elizabeth, Catharine, Greti (Margaret), and Anna Maria. Executors, sons Daniel and Simon. Witnesses, Sebastian Ruebsamen and George Gaul.

Dated, May 22, 1802. Proved, January 8, 1803.

Meyer, Peter, Manheim township. Wife Maria to have control of everything as long as she lives, or bears his name. Mentions children, Peter, oldest, Wilhelm to pay £25 to deceased daughter Anna's children in four payments, Grethi (Margaret) wife of Philip Reinhart, Daniel, Conrad, Catharine and Magdalena. Peter and the testator's friend Daniel Miesse are to sign deeds, (evidently they with the widow were to be executors, although not so called). Witnesses, Jacob Miesse and Wilhelm Seimatter.

Will dated, Feb. 25, 1797. Proved, June 25, 1798.

Minnich, Leonard, Pine Grove township. Mentions wife Magdalena, sons Adam, Leonard, and John George, and four girls, but gives no names. Executors, Balthaser Hautz and Frederick Ruethy. Witnesses, Daniel Zerbe and Jacob Roehrer.

Dated, April 12, 1798. Proved, June 9, 1802.

Neufang, Balzer, Brunswick township. Mentions wife Elizabeth, and children Catharine, Martin, Peter, Jacob, Barbara, and George. Executors, the son-in-law, William Koch and the widow.

Witnesses, Martin Dreibelbis and Jacob Kantner.

Will dated, November 2, 1787. Proved, January 12, 1788.

... Neuschwender, Peter, Manheim township. Mentions wife Eva, sons Henry, Christian Jacob, John, Gottfried, Michael, and daughter Eva Catharine. Executors, the wife and John Kerschner. Witnesses John Kerschner and Martin Kerschner.

Will dated June 20, 1785. Proved, November 2, 1795.

Rauch, Jacob, Manheim township, wife's name not given. Children Jonathan, Jacob, Solomon, Daniel and "die Christian" (probably meant for Christina), to remain with the mother as long as she wishes. Executors, Jacob Kemmery and Michael Wommer.

Witnesses, Balthaser Braun and Jacob Krebs.

Dated, May 24, 1811, Schuylkill County.

Date when recorded not given.

Reich, Matthews, Manheim township. Mentions only son Christian. Executors, Peter Staller and Adam Meyer. Witnesses Henry Meyer and Egidius Meyer.

Will dated, June 30, 1794. Proved June 22, 1795.

Runckel, John, Freeholder, Brunswick township, Bequeaths farm of 488 acres to son Andrew Runckel for 800 pounds, and states conditions of payment. Mentions second wife Maria Christina, and provides for house and liberal support as long as she remains a widow. Names children (not stated which by first wife and which by second), Nicholas, Catharine, Elizabeth Barbara, William, Maria Elizabeth, Anna Maria, Anna Margaret, Maria Christina. Provides 50 pounds every two years to each, including child not yet born. Authorizes son Andrew to handle whole estate.

Witnesses, Hannes Zimmerman and Philip Lepatz.

Will dated, June 2, 1777. Proved, April 21, 1785.

Schnel, Jacob, Manheim township. Bequeaths £6 to Reinhart Schnel to be remitted from book account. Bequeaths remainder to those attending him in sickness and burying him decently. Executor, Wilhelm Meyer. Witnesses, Daniel Meyer and Nicholas Muehlhaue.

Will dated, Sept. 19, 1799. Proved, Dec. 24, 1799.

Schnock, Friederich, Pine Grove township, mentions wife Elizabeth, and son, Frederick, and four daughters, Catharine, Elizabeth, Barbara, and Anna Margaret. Executors, Balthaser Kuntz and Jacob Weber.

Witnesses, John Stein, Jr., and Heinrich Bigler.

Will dated, November 18, 1789. Proved, May 4, 1793.

Sheafer, Jacob, Brunswick township. Plantation of 270 acres adjoined lands of Michael Moser and George Huntzinger, wife's name, Mary Barbara. Sons Nicholas, John and Jacob. Daughters Mary Miller (?), Catharine Kepinger, Anna Mary Weltstein, Elizabeth Baldy, Mary Catharine Naiman, Margaret Dernbach, and Susan Baldy, wife of Christopher Baldy. Executors, Nicholas, John and Jacob.

Witnesses, Jacob Konig, George Moyer, and Jacob Kimberling.

Will dated, May 14, 1782. Proved, May 11, 1789.

Stephens, Richard, Brunswick township. Mentions wife Dorothy, sons George, Robert, and Richard, daughters Eleanor Davis, Susanna Stephens, and Ann Hughes, and grand daughters Anna Dermer and Eleanor Davis. Executors, Francis Parvin, son George Stephens and son-in-law, Evan Hughes.

Witnesses, John Sheffer, Richard Willets and Jacob Sheffer.

Will dated, 11th day, 9th month, 1781. Proved, March 25, 1785.

Strause, Simon, Manheim township. Makes bequests to his three brothers, also to a "Vetter," son of Albert Strauss, and to Simon, a son of Philip. Executor, Philip Strauss of Manheim township.

Witnesses Johannes Reber and Sebastian Ruebsamen.
Samuel Strauss (Seal).

Will made October 21, 1797. Proved, October 19, 1799.

Note—Clerk probably mistook name and wrote Samuel for Simon.

Ulerich, George Jacob, Pine Grove township, mentions wife Maria Elizabeth, and children, Valentine, Greta (Margaret), Eva Barbara, Anna Maria, Catharine, Elizabeth Maria, Susan, and Christina. Names son Valentine as executor. Witnesses, Egidius Myer and Christian Webber.

Will dated, October 2, 1786. Proved January 30, 1787.

Webber, Christian, Pine Grove township, mentions wife Christina and children, George, Michael, Henry, Eva and Christina. Executors, son Michael, and Bernhard — Witnesses Adam Emerich and Henry Lutz.

Dated, June 9, 1806. Proved, July 6, 1806.

Werner, Martin, Brunswick township. Wife Catharine to remain on land until youngest of two sons (names not given) is 18 years old. Executors, wife and George Kimmel. Witnesses Henry Kolb and Leonard Werner.

Will made, January 20, 1810, Proved, June 6, 1810.

Werner, Catharine, widow of Martin Werner, also made a will, in which she named her son Leonard as executor.

Date of will, March 8, 1803. Proved February 2, 1811.

Willy, Thomas, Pinegrove township. Mentions wife Elizabeth, heirs Elizabeth Hinch(en), Catharine Miller(in), Margaret Schwyer, and Barbara Willy. Executors, Peter Miller and Conrad Lengel.

Witnesses, John Lengel and George Ihlig.

Dated November 29, 1801. Proved Feb. 5, 1802.

The Quakers in Schuylkill County

Compiled and Written by DR. J. J. JOHN, of Shamokin, Pa., and
Read Before the Historical Society, October 25, 1905.

The first religious service of the Society of Friends in Schuylkill County was held at Pottsville in 1828, and was conducted by John Comly, of Byberry, Philadelphia County. He was a noted instructor, the author of a number of school and religious books, some of which passed through many editions, and a highly esteemed preacher of the Quaker Church. During his long and eventful life, he had several times traveled over a large portion of the United States. At the period of his first visit to Pottsville, it had just started out in its remarkable career as the great centre of the coal trade. In its humble beginning in 1816, it was known as "John Pott's at the Coal Mine," and in 1824 so little progress had been made that it contained but five (5) houses on the town site. But a better time was coming. The completion of the Schuylkill Canal in 1825 and the opening of many coal mines promised great results, and Pottsville naturally commenced its strides of progress. At the end of 1825, the first year of its coal shipments, its tonnage amounted to 6,500 tons, and the town had 40 houses. During 1828 still greater progress was shown. The town had become a borough; a newspaper was established, a bank was chartered, the number of homes was more than doubled, and the coal shipments reached 47,284 tons, which, at the average price of \$2.52 per ton, amounted to the snug sum of \$119,155.68. But with all these improvements but one church was completed at the end of this year, the St. Patrick's Roman Catholic Church, which was a small frame building hastily erected. The great demand for dwelling houses was a primary necessity, which was first attended to. The spirit of speculation was now rife. Town lots and coal tracts

doubled, tripled and quadrupled in price as they passed from one to another. A tract of coal land was purchased in 1824 for \$9,000, which a few years later was repurchased by the original owner for \$42,000, who advanced the selling price to \$70,000. Such were the conditions of things in Pottsville during the autumn of 1828, when our Quaker preacher, John Comly, with his two companions, Josiah Roberts and William Wharton, reached that mountain town. The preacher kept a very full record of his travels, and beginning at Reading, which place they reached Sept. 23rd, his journal will be used to describe his visit in Schuylkill County.

EXTRACTS FROM HIS JOURNAL.

9th Month 23rd, 1828.

"Rode on a very rough turnpike to Reading, where we halted and called at J. Jackson's. The town appears to be inhabited principally by Germans, and is rather a noisy place. About seven or eight families have an indulged meeting here on first and third days, and are rather increasing. Went in the evening to Maiden Creek, where we were welcomed at the hospitable mansion of Hannah Lightfoot.

24th. At four o'clock in the afternoon attended an appointed meeting. A considerable number of Friends and their neighbors assembled at the meeting house, and it was to me an interesting opportunity. The end of my public labor among them was, to excite a close inquiry into the consistency of their lives and conduct with their profession as Christians.

25th. Wrote home, then set out toward Orwigsburg. A little before our arrival there an accident occurred to one of our horses, by reason of the harness giving away, by which we were exposed to some danger and detention, but reached Pottsville that night. This is the great emporium of the coal business, and appears to be a thriving place. Many improvements, buildings, &c., beside the canal, have been within a few years made here in the wilderness, hemmed in with steep mountains and tremendous precipices. In the evening I felt some drawings of love toward the inhabitants of this busy place, and this feeling,

increased during my waking hours in the night. Next morning found there were several members of our society in the village, and several who had been members, or were inclined toward Friends. To several of these we were introduced, and the opening for a meeting among them so enlarged, that we concluded to intermit our journey and spend the day here, so as to see them together in the evening. In this village there is no meeting for worship regularly held, nor any meeting-house yet built, although the Episcopalians and Catholics have both commenced the building of houses for that purpose. The Methodists have frequent meetings with the miners; and the labors of William Mills and wife, late from England, and of Jonathan Wynn, a Methodist exhorter, are said to have produced a very salutary change in the conduct and manners of the lower class of people. Add to these the firm stand that William Lawton, late from New York, has made against the use of ardent spirits among the men employed in his coal mine and other business.

In this village S. R., a valuable young Friend, teaches a school of little girls. Another school is kept in a school-house, where they sometimes hold meetings. We encouraged the few Friends here to sit down together, especially on first days, and hold a meeting for worship. Afterward, in conversation, we found that several others of the inhabitants acquainted with Friends would rejoice to have such an opportunity of silent worship. Having leisure, we visited several of these Friends; also went to view the coal mines under the superintendence of J. Lyon, whose wife is a member. Here we saw the wonders of art and nature; were taken under ground in the coal wagon upward of seven hundred feet; saw the miners at work, and then ascended by an avenue to daylight and safety, after, to me, a fatiguing excursion among masses or veins of coal. William Mills, the above named, accompanied us. He is principal miner, or foreman; has been educated a miner from four years of age. He is an intelligent, religious man. His mother was a member among Friends. His wife also is very intelligent, and possessed of talent and energy capable of being eminently useful; her powers have already been displayed to the great reformation of the

miners, eighteen or twenty of whom board with them. She told us, when they came, about fifteen months ago, their persons and whole conduct showed great filthiness and degradation. She soon adopted the regulation that every one should have on clean linen every first day morning, before she gave him any breakfast. This introduced more cleanliness and order; and the way opened gradually through their example and advice for a reformation, so that now, she says, it is rare to hear any profane language or see any intoxication or quarrelling among them. This woman is a valuable acquisition to the neighborhood.

In the evening a very large company collected at the "York Stores," of all classes and conditions, miners, carters, mechanics, agents, &c. They were very orderly, and we had a good meeting together, in which doctrine and counsel flowed freely in the unobstructed channels of gospel love. It was thought many, perhaps two-thirds of them, had never been at a Friends' meeting before. Next day we left the place with peace and an increasing nearness of fellowship with divers of its inhabitants, who manifested much kindness; and a hope was felt that the seed of life was quickened in many minds by this visit.

Hence we traveled over many mountains, and beheld the grand scenery of nature as exhibited in the stupendous piles of rocks and lofty summits of elevated hills, as also the very deep valleys between them, with immense forests uncultivated and uninhabited by man, not seeing a human being nor a dwelling house for many miles. Thus, over very rough roads, up hill and down, we at length reached Roaring Creek Valley, twenty-two miles."

The route taken by this party on leaving Pottsville was over the Centre Turnpike. When they came to the solitary site, where the flourishing town of Ashland is now located, they took the Catawissa Road and by it reached Roaring Creek and Catawissa, at which places meetings were held.

Some two years later John Comly again visited Pottsville, which in that short time had made a wonderful progress. A few of these improvements we will casually notice at this point.

A furnace and forge were in operation, two lines of

stages ran daily to Philadelphia, a second line ran to Sunbury and Northumberland, and another to Mauch Chunk. There were 535 houses in Pottsville, 62 brick and 68 stone buildings; 25 public houses and 70 stores, and two or three churches. Three railroads had been built as feeders to the canal, operated by horse power. The canal in 1830 had increased its tonnage of coal to 89,984 tons. There were near 600 boats on the canal, with an average capacity of 40 tons to a boat, each making about 16 round trips during the shipping season. Houses could not be built fast enough by the mechanics of the place, so a number of buildings were framed and prepared in Philadelphia and other towns along the canal and boated up to Pottsville, to meet the emergency. Speculation ran wild among all classes. A writer of the town at this period was so enthused as to write as follows: "Pottsville must become the entrepot between the Susquehanna and the Delaware and its commercial advantage may be greater than those its most speculative inhabitants had calculated."

COMLY'S SECOND VISIT TO POTTSVILLE.

The Philadelphia Yearly Meeting of 1830 appointed John Comly to again visit Friends beyond the mountains. On September 7th, 1830, he started on his journey, reaching Kimberton that day and Pottstown the next day, and on the third day he came to Pottsville.

EXTRACTS FROM HIS JOURNAL.

"Ninth Mo., 10th. Rode on to Pottsville, and lodged at Job Eldridge's. This town has increased in buildings and population since I was here two years ago; now it is a crowded, busy place. Finding that there are a number of Friends in and about this village, my mind was impressed with a desire to have a meeting with them, and to have such information spread as would give others an opportunity of sitting down with us in silence. The basement story of an Episcopal meeting-house was obtained, and a meeting appointed to be held on first-day afternoon.

On first-day morning went on to Minersville, a new settlement, about four miles westward. Here we sat down at about ten o'clock with a few Friends and others residing

here, and had a good meeting at a private house. Returned to Pottsville, and attended a pretty large meeting appointed as aforesaid. The people were solid and attentive, and Divine Goodness condescended to raise my drooping mind, and qualified to bear testimony to the truth of that saying of Solomon, "It is righteousness that exalteth a nation, but sin is a shame to any people," and by inference applicable to any community, village, family, or individual. This opened the way to preach the gospel of the Kingdom of God, and to press the necessity of making it a primary concern and object, to "seek first the Kingdom of Heaven and the righteousness thereof," as that which would exalt the character of this village and neighbourhood, and place their happiness and advancement on a permanent basis. The great improvements in building, &c., were adverted to as having occurred since my being here two years ago, and an inquiry raised whether a corresponding improvement in mind, manners, and conduct was realized among them. It was a season thankfully to be remembered. May the glory redound to Him who was mercifully pleased to give and seal instruction on our minds.

On the 12th, set out for Roaring Creek, and travelled on over the Broad Mountain, The Big Mountain, and the Little Mountain, to Moses Starr's, in Roaring Creek Valley.

On September 12th, he left Pottsville to visit meetings at Roaring Creek, Catawissa, Fishing Creek, Muncy, Loyalsock and Pennsborough. On the 21st, on his return homeward, he stopped over night at Pottsville, this being his final visit to this town. We will here again refer to his journal.

"Ninth Mo. 21st. This morning we took our leave of Benjamin Sharpless and family (of Catawissa), and pursued our journey homeward over those stupendous piles of matter called mountains, which strike the mind of the unpracticed beholder with wonder, admiration, and awe. Arrived in safety at Pottsville, near evening. My mind much inclined to silence and meditation during this day, and quietude and peace attended.

It might be difficult for me to assign an adequate rea-

son for the gloomy feelings that cover my mind in this busy place. I think I can feel pleased with the improvements of honest industry; I can delight in seeing the wilderness become a fruitful field, and the industry of man crowned with success in the various operations that conduce to the welfare of the human family. But it seems to me that there is, in this place, too much of an eagerness or making haste to get rich; and that this dark spirit, that is greedy of gain, bears too much sway among the people. The consequences, I fear, will be serious to many; and this apprehension may produce a pensive foreboding of the sufferings, both of body and mind, that may fall upon the innocent. But I can also rejoice in some evidence vouchsafed, that a tender, watchful Providence regards the state of His children in every varied condition and situation, and graciously adapts His goodness and His grace to the wants and circumstances of His creatures.

Some instances are found here of worthy acts of benevolence, and a concern for the welfare of others; so that all are not selfish and seeking their own exclusively.

22d. Left Pottsville and pursued our journey homeward. To me the ride was as yesterday, pensive, silent, and profitably thoughtful."

The forebodings of Comly, so touchingly expressed, were fully realized a year or so afterwards, reducing many people to penury. A recent newspaper article dwelling upon this subject of Pottsville's coal speculation in its early days, says, "It was, indeed, one of the most notable examples, in its origin, of what a late generation calls the get rich quick craze. In its infancy it was looked upon as a phenomenon of ambitious enterprise, while not a few sober moralists pointed to it as a warning of the things to which people who wanted to be wise and happy should not allow themselves to be tempted." But alas, the wise counsel of Comly and these sober moralists was not heeded, and the consequences were suffered. The craze of speculation for coal properties and the opening up of mines by a class of people who knew but little, if anything, about the coal measures or the art of mining, hastened the disaster that was sure to come, like those that arose from Law's Mississippi Scheme of 1720, and the Morris Multisaltus humbug

of 1839. Moral, Beware of unscrupulous promoters at all times.

The services of John Comly at Pottsville in 1828 and 1830 had awakened a desire among a number of residents of this town and vicinity who were members of the Society of Friends to establish a preparative meeting, and build a meeting house for their use. Among this membership were the families of Bennet and Taylor of Minersville, and Griscom, Lightfoot and others of Pottsville and vicinity.

In the early part of 1831 a piece of ground was purchased from Benjamin Pott and donated to the Society for religious purposes. The donors are supposed to have been Samuel E. Griscom and Thomas Lightfoot. This meeting was under the care of Exeter Monthly Meeting, and we will here give their report of June, 1833, to the Philadelphia Quarterly Meeting.

"To the Quarterly Meeting: The committee to whom was verbally referred, at our last meeting, the subject of Friends' meeting house at Pottsville, Schuylkill County, report, that a meeting house was erected in 1831, upon a lot freely given for that purpose, containing upwards of an acre. The building is of stone, thirty-three by forty-five feet, with a basement story. The upper room is finished; and a meeting, on first day, has been regularly held in it for the last eighteen months, under the care of Exeter Monthly Meeting."

This meeting was continued for some years, but finally was discontinued on account of removal of Friends and other causes.

LOCATION OF THE STONE MEETING HOUSE.

The site of this meeting house is established by the following selection from "Historical Gleanings of Schuylkill County":

"A private school for young men was opened in Pottsville by Elias Schneider, A. M., in September, 1846. The school occupied the Quaker Meeting House on the brow of Sharp Mountain, south of Mahantongo and west of Seventh Street. The school so rapidly increased that the quarters became too small and an Academy Building, bet-

ter fitted for educational purposes, was put up in 1848, immediately fronting the meeting house."

The next occupant of the premises appears to have been a German Catholic School, which later purchased it. By the records it seems that on April 18th, 1892, the surviving trustees, Samuel E. Griscom and Thomas Lightfoot, in consideration of \$2,400, deeded this property to Rev. F. W. Longinus for the St. John's Catholic School. A year or so later these premises were conveyed to Right Rev. Archbishop Ryan, of Philadelphia, by the grantee.

In closing this article, the writer, who has been more or less associated with this denomination by kith and kin, cannot help regretting that the Society of Quakers who made so early an appearance in the history of Pottsville and who erected the third house for worship, should so soon disappear as a religious body. Could it be possible that the baneful influence of that early speculative craze produced this sad result?

Looking backward, suppose they had preserved their organization, then what would we now see? A plain meeting house located in a beautiful grove of oak trees, occupied on certain days by a plain congregation of plain and worthy people, tolerant in their religious views and active in good works. Their meeting house would be open to anti-slavery speakers, to Indian rights workers, temperance advocates and to all good works that would serve to elevate and benefit the human race.

As a deserving tribute to this religious body, the views of General Davis, the President of the Historical Society of Bucks County, is so appropriate that the writer has deemed it proper to use it as the concluding paragraph of this paper.

"In taking political leave of the Friends we cannot forget the debt the State owes them. They were its founders and its parent at a time the young province needed a father's tender care, and they have left their impress upon all our institutions. They laid the foundations of civil and religious liberty broader and deeper than any other sect on these shores, and from that time to this they have been the pioneers in all great social and moral reforms. They led

the column in education, temperance, and the abolition of negro-slavery, without having the eye fixed on the reward of office at the other end of the line. Their conduct in the Revolution has been severely and unjustly criticised. Viewing it in the light of history, their opposition, as a religious society, was in keeping with their previous conduct and consistent with their faith and belief. The doctrine of opposition to war and strife was the corner-stone of their edifice, and to surrender that would have been giving up everything. To the Friends, Pennsylvania is indebted for the conservatism that distinguishes her people, and from them the State gets her broad charity that is as open as the day."

Note—In the small burial-place to the rear of where the meeting house stood, a number of the Friends were buried. The grounds are surrounded by a stone wall and have been well kept. Probably thirty graves are shown, but only a few have stones with inscriptions. These inscriptions have been copied and are here published:

N. Bittle, Co. I, 10th Regt., N. J. V. By Post 23, G. A. R.

Lott Evans, born May 13, 1786. Departed this life Nov. 1, 1856, aged 76 yrs., 5 mos. and 18 days.

Phebe Evans, w. of Lott Evans. Born March 30, 1796. Departed this life, Dec. 27, 1874, aged 78 yrs., 8 mos. and 27 days.

Samuel F. Evans, a member of Co. F, 7 P. V. Cavalry. Died July 24, 186—, aged 20 yrs., 7 months.

Francis N. Evans. Born Jan. 10, 1834. Departed this life July 17, 1865, aged 30 yrs., 6 mo. and 7 days.

Simon Hawley. Died 7 mo. 26 day, 1863. Aged 62 years.

Mary L. Hawley, 1799-1877.

Jesse S. Hawley, 1835-1888.

Albert G. Hawley, 1827-1901.

Rebecca M. Hawley, 1831-1902.

Nathan Lewis Hawley, 1843-1903.

In memory of Joseph Hulme, formerly of Hulmeville, Bucks County, who died October 20th, 1842, in the 59th year of his age.

In memory of Beulah, wife of Joseph Hulme. Died July 4th, 1848, in the 64th year of her age.

In memory of Joseph Cauley, son of Dr. T. C. and R. Hulme. Born April 3rd, 1838. Died Jan. 24, 1842.

William Robinson, Father.

Mary Robinson, Mother.

VOL. I

NO. 1

PUBLICATIONS
OF THE
HISTORICAL SOCIETY
OF
SCHUYLKILL COUNTY.



St. John's Church; Its History and Records
Origin of The Armorer's Coat
Introduction to the History of the St. John's Church
An Old Town of Schuylkill County
History of the Episcopal Church, Fort Mifflin, Pa.

1881

THE SCHUYLKILL COUNTY HISTORICAL SOCIETY

PHILADELPHIA, PA.

Jacob's Church; Its History and Records.

Read before the Historical Society by D. G. LUBOLD, May 30, 1904.

The southwestern portion of Schuylkill County, which embraces the Swatara Valley, was first permanently settled shortly before the American Revolution. A few families had ventured into the region probably soon after 1749, the year in which the land was purchased from the Indians, but they were driven out again or murdered by the savages. Not until after the crushing defeat of the Indians by General Bouquet, and the treaty made by him, in 1763, with those surviving, by which they agreed to move out of the state, was it safe for families to settle anywhere north of the Blue Mountains. By the year 1771 when Pinegrove Township was formed, there were sixty-two taxables returned, and with few exceptions they were actual residents.

These early settlers came here from below the Blue Mountains, crossing the latter by the old Indian paths, or coming by way of the Swatara Gap. They were mostly immigrants from Germany and Switzerland, who had fled from the old country during times of religious persecutions. Hence, when they came to a land where they had freedom to worship God according to the dictates of their conscience, their first thought was to build a Bethel in the midst of their new-found home. Accordingly, while the war between the colonies and England was still going on, those who had not taken up arms in defence of liberty, began to build a house for God, in this then almost unbroken wilderness. Their own experiences during their wanderings in search of a home reminded them so much of those of the patriarch Jacob, that his name seemed to

them the most appropriate one for their new place of worship; and so they called it Jacob's Church.

The church is located two miles west of Pinegrove, near Exmoor Station on the railroad leading to Lebanon. It stands on the southern slope of the hills which skirt the Swatara Valley on the north. The congregation was organized by the Rev. William Kurtz in the year 1780, and the Augsburg or Lutheran confession of faith adopted. The same year the first church was erected. It was built of hewn logs, which had been cut on the congregation's own property, a tract of land containing twenty-seven acres, obtained from the government. The building committee were John Stein, Balthasser Bohr, George Felty, Bernhart Zimmerman, Lenhart Minnich and John Brenner. The ministers who were present and dedicated the church were Rev. Frederick V. Melsheimer and Rev. William Kurtz. The latter became the first pastor and served the congregation for eighteen years, coming here on stated occasions from Jonestown, where he was stationed. This being the only church in the region, and the country being thinly settled, many of the members, like their pastor, had to travel long distances to attend the services.

Unfortunately, the records of the first nineteen years of the church are wanting. It is possible that the private records of Pastor Kurtz have been preserved by his descendants. If such should be the case, and they are made public, much valuable information relating to that early period will no doubt be disclosed. The records of baptisms and communicants date back only to the year 1799, and the burial records to 1804. Some of the founders of the church had then already passed away. But from that time to the present the records have been carefully kept, with the exception of a few years, which seem to be incomplete. The early records are all in German, and until recent years, all the services were conducted in that language.

The first communion of which we have any account, was held in the church in November, 1799. The communicants at that time were:

Elizabeth Biglerin,
Elizabeth Borin,

Barbara Ekelsin,
Christian Gardlis, (?)

Catharin Hamesin,
 Elizabeth Hautzin,
 Eva Klemaensin,
 Conrad Laengel & Wife,
 Margreta Lengelsin,
 Barbara Lengelsin,
 Anna Maria Luselin, (?)
 Bernhard Miller,
 Lenhard Munich,
 Christina Munich,
 Magdalena Munich,
 Johannes Munich,

Lenhard Reed & Wife,
 Johannes Ried,
 Catharina Ried,
 Elizabeth Ried,
 Jacob Roehrer,
 Johannes Schrob,
 Catharina Schmithin,
 Elizabeth Schnokin,
 Susanna Schnokin,
 Andreas Stroh & Wife,
 Jacob Weber,
 Margareta Wagnerin,

Johannes Zerbe,

This is not the entire membership, but including the following persons who communed in the spring of 1800, the two lists represent very nearly the members of the church at that time:

Catharina Gambelsin,
 Catharina Laehman,
 Adam Munich,
 Bernhardt Munich,
 Lenhard Munich & Wife,
 Jacob Roehrer,
 Catharina Roehrer,
 Jacob Roehrer,

John Stein & Wife,
 Jacob Stein & Wife,
 Johannes Stein,
 Henrich Stein,
 Stophel Stein,
 Johann George Stein,
 Eva Stein,
 Bernhard Zimmerman & Wife

The first burial recorded is that of Philip Keiser, born Feb. 17, 1771, in Pinegrove Township, and died March 18, 1804. He was one of the pioneer settlers in the Williams Valley, locating on the present site of Tower City. As there was no church in that vicinity at the time of his death, he was taken back across the mountains and buried by the little church overlooking the Swatara.

The second pastor, Rev. Andrew Schultz, served the church while residing in Tulpehocken. But in 1804 the congregation united with Hetzel's, Summer Hill, Zion's, below Orwigsburg, and St. John's near Friedensburg. These five congregations bought a tract of land near Friedensburg, and built a parsonage, which was the home of the various pastors of the charge until 1840. The property was then sold and the proceeds divided among the owners. Since then the church has been served from Pinegrove. It owns a half interest in the parsonage at

the latter place. Here Rev. Henry lived during his long ministry of forty-five years among these people.

The first church building was used as a house of worship until the year 1833. A new one was then erected, also of hewn logs and weatherboarded. It was built almost square, probably thirty-five by forty feet in dimensions. On the inside the walls were plastered. A gallery was built along the two ends and on the south side. On the north side stood the usual high pulpit, with winding stairs leading to it, and having the usual canopy. In 1873 the bell-tower was added to the building, and at the same time the old style pulpit was replaced by a modern one. With these slight changes this building is still used. From the fact that it has always been painted white, it is often called the White Church. The second church was dedicated May 19, 1833. The building committee were John Stein and George Stein. The master carpenter was John Kuhns. The officers of the church at that time were: Deacons, John Spancake and George Zimmerman; Elders, Jacob Stein, Jacob Lehman, John Neu and Adam Spancake; Trustee, George Stein; Treasurer, Martin Felty. The ministers present at the dedication were Revs. John Stein, David Hassinger, George Staehlin and Englehurst Peixoto. On that occasion there was also a new Declaration of Faith subscribed to by the officers of the church and by all the pastors present. This paper is a beautiful specimen of German penmanship. A short extract, translated somewhat literally, is here given:

"We call upon Heaven and Earth as witnesses that we love, highly esteem, and have propagated an evangelical Christianity; that it is our unanimous desire that the gospel of reconciliation of our Lord Jesus Christ shall be taught in its essential purity, so that poor sinful souls may remain faithful followers of their Redeemer; that we expect of our children and children's children that they will never forsake the assembling of themselves together, or their congregation; but rather that, because of pure, unbroken love and peace, the aged and the young may become awakened, encouraged, comforted and prepared for eternal life.

"With such desire and object in view, we may confidently trust and hope, and say with Jacob, 'This stone

which I have set for a pillar, shall be God's house, a place where God's presence shall be revealed.'"

Very early in the history of the congregation, a school house was built near by the church. There, for many years, was conducted the only school in all that section of the county. The usual tuition fee was fifty cents a month. This building is still standing, but some years after the free school system was adopted, it was fitted up as a dwelling house for the sexton. No records of the school have been found. Some of the early teachers were a Mr. Gruber, from Harrisburg, John Neu, and Ludwig Schmidt.

As was the invariable custom, a plot of ground, "God's Acre," adjoining the church was set apart and dedicated for a burial place. It is said that the first person buried in it was Sebastian Felty, a son of George Felty, the first settler in the locality. The young man was drowned in the Swatara while rafting logs. A solitary large sandstone, from which all traces of the inscription have been removed by the elements, marks the grave of the pioneer himself. Until 1867, anyone was given the privilege to bury here. Then a regulation was adopted, "that every male person paying one dollar a year toward the support of the church shall have the right to bury in the cemetery, others shall pay the sum of five dollars." In 1873 an addition was made to the cemetery and laid out into lots, which were sold at five dollars each. About the same time all the land belonging to the church was sold, except probably four acres.

Several congregations have grown out of Jacob's. The first was St. Peter's, which built, in 1816, the stone church in the lower end of Pinegrove. From this in turn, in 1845, St. John's, of the same place, was formed. In 1874, an old school house near Ellwood was purchased by the congregation, and fitted up as a place of worship for the accommodation of those members living in the lower end of this charge. In this way the beginning of another congregation was made, and on October 4, 1903, a new church, one of the prettiest in the rural districts of the county, was dedicated. It is known as the Ellwood Lutheran Church.

When Jacob's Church was established there was but

one other church in the county. This was Zion's, below Orwigsburg. At that time there was in the United States, only one Synod, the Ministerium of Pennsylvania, comprising some twenty ministers, and about four thousand members, adhering to the Lutheran faith. In 1852 the charge of which this church forms a part, united with the East Pennsylvania Synod, which is a branch of the General Synod of the United States. The church has been an exception to the general custom of earlier days, in that it never was a union church.

The pastors of Jacob's church from the time of its organization were:

Rev. William Kurtz, 1780-1798.

Rev. Andrew Schultz, 1798-1802.

Rev. John Knoske, 1802-1811.

Rev. George Minnich, 1811-1833.

Rev. William Minnich, 1833-1839.

Rev. A. B. Gockelen, 1839-1845.

Rev. Benjamin Sadtler, 1845-1849.

Rev. E. Breidenbaugh, 1849-1852.

Rev. Elias S. Henry, 1852-1897.

Rev. Herman S. Kroh, 1897.

The centennial anniversary of the Old Jacob's Church, as it is familiarly known, was celebrated with appropriate services, on the 18th and 19th of August, 1880. The address by the pastor, Rev. E. S. Henry, delivered on that occasion, has been used as the basis of this sketch. Such changes and additions have been made as were thought desirable to give a concise yet complete history of the church.

The membership was never large, at present it numbers about one hundred. Throughout its entire history, from year to year, some of its members moved into the towns and cities; others swelled the number of emigrants who developed the newer counties of our own State, and the States of the great West. Some of the pioneer families are no longer represented in the locality, and even their names are unknown there.

Rev. Frederick V. Conrad, D. D., for many years one of the leaders of the Lutheran Church in America, was baptized in the old church and spent his childhood days here. But his parents moved early to Pinegrove and his

religious training was received in St. Peter's Church. However, Jacob's Church gave three of its members to the Christian ministry. They were Rev. John Stein, Rev. John Felty, and Rev. Jacob B. Bergner.

Rev. John Stein, son of John Stein and his wife Susanna Eckels, was born about two miles north of the church, on July 17, 1794. He enlisted in the war of 1812, and with others went to the front, but was not in any actual engagements. He studied for the ministry under Rev. George Minnich and Rev. Lochman, and was ordained by the Ministerium of Pennsylvania in the year 1819. In June of the same year he accepted a call to the charge formed by the churches at Jonestown, Walmer's, and Fredericksburg in Lebanon County, and continued to serve them faithfully to the time of his death, for a period of over forty years. Besides these churches he also at various times served Klopp's, Ziegler's, Shell's, Zion's, Monroe Valley, Bindnagle's and Mondschein. Some of these congregations he founded, and under his ministrations grew in membership, and built substantial churches. He preached the sermon at the dedication of the present Jacob's Church.

Rev. Stein was twice married; first to Maria Heister, and afterward to Sarah Kleiser. He died on the 24th of March, 1860 and was buried in the Lutheran cemetery at Jonestown, Pa.

Rev. John Felty, son of Henry Felty and his wife Elizabeth Reed, was born March 16, 1802, near Ellwood. He studied for the ministry under Rev. George Minnich and Rev. Stein, but was in the active ministry for only about seven years. He was not connected with any Ministerium or Synod. He served a number of churches, in the Mahantongo Valley and Northern Berks County, and then retired to his farm about two miles west of Pinegrove, where he died, December 26, 1883, his wife, Elizabeth Degler, and five children surviving him. John, Ferdinand, Elizabeth, wife of John Zerby; Sarah, wife of Jonathan Peiffer; Sevilla, wife of Levi Felty; and Isabella, wife of Charles Heisler.

Rev. Jacob B. Bergner, son of Peter Bergner and his wife Susanna Bohr, was born at New Hanover, Lebanon County, Pa., near Walmer's Church, Feb. 22, 1844. His

parents afterwards moved near Jacob's Church, where he was confirmed by Rev. Henry. At the beginning of the Civil War he offered his services, but was not accepted, owing to his youthful appearance. In 1861 he was enrolled in Company C, Ninety-third Pennsylvania Regiment of Infantry, and served in the memorable campaign of the Army of the Potomac under General McClellan. His health failing, he was sent first to the hospital and later to his home, having been honorably discharged. As soon as his health was restored, he re-enlisted in Company D, Forty-eighth Pennsylvania Infantry, in which he served to the close of the war. He then attended Dickinson Seminary, Williamsport, Pa., and taught school for a number of years, when he entered Gettysburg College, and later the Theological Seminary, from which he graduated in 1873.

During his ministry, Rev. Bergner served Follmer's Charge, West Brookfield, Reedsburg, and Greenford, all in Ohio. For a number of years he was also a director of Wittenburg College. In 1898 he retired from the ministry owing to failing health, and moved to Pottsgrove, Pa., where he died, Sept. 24, 1904. His widow, who before her marriage was Annie M. Ritter, and one son, Byron R. Bergner, M. D., of Cleveland, O., survive him.

Thus this modest country church, standing like a white beacon-tower on the banks of the Swatara, has been not only a source of spiritual light to its own people, but its influence has been extended in various ways far beyond its immediate neighborhood.

CONFIRMATION AND COMMUNICANT RECORDS OF JACOB'S CHURCH.

A few of the earliest lists of names of persons who were confirmed in the church are published because their ages are given. In the absence of early baptismal records, these ages are of special value.

On October 9th, 1803, the following persons were confirmed:

Names.	Age.	Names.	Age.
Conrad Optegrav, 25¾.		Elizabeth Optegroven, 25¾,	
Johann Hofman, 16¾.		born Angsten.	
Arnold Plate, 18.		Magdalena Riezen, 18.	
Johann Jakob Zimmerman, 17		Susanna Munchen, 17½,	
Johannes Munch, 16.		born Stein.	
Johannes Stein, 16.		Magdalena Schmidten, 16.	
Johannes Rehr, 16½.		Margaret Brennern, 16.	
Adam Ried, 17.		Catharina Dollingern, 16.	
Henrich Stein, 15.		Maria Calleszen, 15½.	
Henrich Weber, 16.		Magdalena Rehren, 14.	
		Catharina Steinen, 14.	

On the March, 1810, the following were confirmed:

Names.	Age.	Names.	Age.
Johann Zerbe.		Elizabeth Velte, 17.	
John George Ried.		Christini Roehrern, 16.	
Johann Battdorf, 22.		Anna Maria Roehrern, 14.	
Barbara Bohren, born Sadel		Elizabeth Dollingern, 14.	
zann, 28.		Barbara Shropen, 14.	
Elizabeth Lengeln born Batt-		Catharina Ditzlern, 15.	
dorf, 23.		Margaretha Munchen, 16.	
Maria Rieden, born Henen, 18,		Magdalena Callens, 17.	
Susanna Stahlen, 17.			

On the 26th day of April, in the year 1812, the following persons were confirmed:

Boys.	Age.	Girls.	Age.
Jacob Loffler, 19.		Elizabeth Ditzler, 16.	
George Roehrer, 13.		Maria Ditzler, 14.	
Benjamin Seitel, 20.		Catharine Eklern, 16.	
Henry Seitel, 15.		Catharine Felde, 15.	
John Spankuch, 14.		Christina Felde, 14.	
John Zimmerman, 16.		Margaretha Kaysern, 15.	
John Zimmerman, 18.		Saloma Ried, 16.	
Philip Zimmerman, 16.		Catharina Ried, 14.	
		Catharina Seitel, 17.	
		Eva Shropp.	
		Catharina Spankuch, 17.	

The largest number of confirmations and communicants in the early history of the church, is of the date of June 2, 1816.

CONFIRMATIONS.

BOYS.

John Rieth,
Michael Fritz,
Peter Zimmerman,
Jacob Stein,
John Stein,
John Stahl,
Christian Minnich,
John Felty,
John Bohr,
Soloman Brenner,
Philip Kayser,
John Jacob Zimmerman,
Daniel Angst.

GIRLS.

Judith Held,
Margaretha Bonawitz,
Eva Roehrer,
Barbara Stein,
Maria Bonawitz,
Catharine Felty,
Christine Minnich,
Susanna Lehman,
Eva Felty,
Barbara Spankuch,
Maria Rieth,
Elizabeth Bohr,
Catharine Zimmerman.

COMMUNICANTS.

John Griechbaum,	Henry Bohr & Wife,
Christina Hautz,	Martin Felty & Wife,
Henry Zimmerman & Wife,	Catharine Felty,
John Bohr & Wife,	Eva Shropp,
Catharine Bohr,	Eva Kayser,
Elizabeth Bohr,	Peter Stein & Wife,
John Rieth & Wife,	Elizabeth Rieth,
John Stein & Wife,	John Kuns & Wife,
John Stein, Jun.,	Jacob Roehrer, Jun.,
Magdalena Buechler,	Catharine Hetzel,
John Jacob Stein & Wife,	Jacob Roehrer,
John Stein,	Four others,
John Minnich & Wife, and	Jacob Lehman & Wife,
two daughters,	George Lehman,
John Dollinger,	Henry Stein & Wife,
Nicholaus Angst,	Regina Huber,
Henry Felty & Wife, and	Elizabeth Hautz,
two children,	Susanna Shnoke,
Catharine Spankuch,	Margaret Campell,
George Stein & Wife,	John Ney & Wife,
Barbara Stein,	Jacob Lehman & Wife,

Catharine Kempell,
John Zerbe & Wife,
John Nungesser,
Adam Minnich & Wife,
Peter Roehrer & Wife,
Adam Stahl,
Adam Spankuch,

John Minnich,
Daniel Stahl & Wife,
John Zimmerman, Jun.,
George Stroh,
Jacob Stahl & Wife,
John Löffler,
George German.

BAPTISMAL RECORDS OF JACOB'S CHURCH.

The baptismal records of the church are included in three books. The first and oldest of these contains the baptisms from August, 1779, to September, 1823. The records are all in German, many being difficult to decipher, as the book is in poor condition. All reasonable care was taken in transcribing them.

On the inside of the front lid of the book, are the baptisms of children of Jacob Weber, one of the founders of the church. These are:

Henrich, born Oct. 9, 1782; baptized Oct. 14. Sponsors, Henrich Gebhardt and Mateline Gebhardt.

Michael, b. Aug. 8, 1789; bap. Sept. 13. Sponsors, Baltzer Hautz and Elizabeth Hautzen.

Jacob, b. Sept. 4, 1791; bap. Sept. 18. Sponsors, Frid. Schnok and Susane Schnoken.

Peter, born Sept. 14, 1793; baptized Sept. 18. Sponsors, Enoch Wetver and M. Elis. Wetvern.

Philip, born Dec. 29, 1796; baptized March. Sponsors, Henrich Gebharth and Elizabeth Gebharth.

Then follow the church records proper, arranged in four columns. As it has been found impracticable to print them in that form, those for the first ten years are printed as follows:

1799.

Weber—Johann, b. Aug. 4; bap. 25. Parents, Jacob Weber and wife Margareta. Sponsors, Johannes Aple and wife Catharine.

Huber—Johann Jacob, b. July 22; bap. Aug. 25. Parents, Henry Huber and wife Elizabeth. Sponsors, Nicolaus Ekle and wife Anna Margreta.

Schuperd—Elizabeth, b. July 3; bap. Aug. 25. Parents, Johannes Schuperd and wife Catharine. Sponsor, Eva Brenern.

Pressler—Elizabeth, b. July 5; bap.—. Parents, George Philip Pressler and wife Catharina. Sponsors, Johannes Dollinger and wife.

Werner—Christophel, b. Aug. 26; bap. Sept. 22. Parents, Peter Werner and wife Christina. Sponsors, Stophel Ackerman and wife Susanna.

Munnich—Christian, b. Sept. 25; bap.—. Parents, Johannes Munnich and wife Christina. Sponsors, Peter Lehr and wife Catharina.

Schmith—Margreta, b. June 16; bap.—. Parents Jacob Schmith and wife Hanetta. Sponsors, Henrich Huber and wife Elizabeth.

Zerbe—Maria Catharina, b. Aug. 18; bap.—. Parents, Daniel Zerbe and wife Anna Maria. Sponsors, Lenhard Ried and wife Anna Maria.

1800.

Bigler—Maria Margreta, b. Dec. 30, 1799; bap. Feb. 9. Parents, Johannes Bigler and wife Catharina. Sponsor, Barbara Bigler.

Bigler—Catharina Elizabeth, b. Jan. 5; bap. Feb. 9. Parents, Adam Bigler, ———. Sponsors, Johannes Gunkel and wife Catharina.

Feldi—Maria Eva, b. Feb. 23; bap. May 4. Parents, Henrich Feldi and wife Maria Elizabeth. Sponsor, Maria Cath. Riedin.

Stein—Maria Magdalena, b. Mar. 10; bap. May 4. Parents, Stophel Stein and wife Eva. Sponsor, Magdalena Biglern.

Roehrer—Johann George, b. June 6, 1799; bap. July 28. Parents, Jacob Roehrer and wife Catharina. Sponsors, Jacob Stein and wife Margareta Elizabeth.

Dienger—Maria Magdalena, b.—; bap. Aug. 24. Parents, George Dienger and wife Anna Maria. Sponsor, Magdalena Dienger.

Stein—Johannes, b. Oct. 14; bap. Nov. 14. Parents, Henrich Stein and wife Christina. Sponsors, Johannes Stein and Barbara.

Plantz—George Peter, b.—; bap. Nov. 14. Parents, Jost Plantz and wife Anna Margreta. Sponsors, Peter Zimmerman and wife Catharina.

Schropp—Andreas, b. Jan. 27; bap. March 8. Parents, Andreas Schropp and wife Catharina. Sponsors, Johannes Stein and wife Barbara.

Bohr—Johannes, b. March 13; bap. April 8. Parents, Henrich Bohr and wife Eva. Sponsors, Johannes Stein and wife Eva.

Hama—Johann Jacob, b. June 6; bap. 18. Parents, Peter Hama and wife Catharina. Sponsors, Jacob Fehler and wife.

Stein—Joh. Jacob, b. Nov. 22; bap. Dec. 13. Parents, Johannes Stein and wife Eva. Sponsors, Friedrich Schnok and wife Susanna.

Brener—Solomon, b. Oct. 4; bap. Dec. 13. Parents, Jacob Brener and wife Catharina. Sponsors, Lenhard Ried and wife Anna Maria.

1801.

Felti—Johannes, b. March 16; bap. May 2. Parents, Henrich Felti and wife Maria Elizabeth. Sponsor, Martin Felti.

Munich—Maria Christina, b. Dec. 8; bap.—. Parents, Johannes Munich and wife Maria Catharina. Sponsors, Henrich Bohr and wife Eva.

Stein—Catharina, b. Feb. 7; bap. April 4. Parents, Cristophel Stein and wife Eva. Sponsor, Catharine Strohen.

Miller—Johannes, b. April 15; bap. May 30. Parents, John George Miller and wife Elizabeth. Sponsor, Johannes German.

Weber—Maria Magdalena, b. June 10; bap. July 25. Parents, Jacob Weber and wife Margreta. Sponsors, Johannes Schnep and wife Maria Magdalena.

Zimmerman—Johann George, b.—; bap. July 25. Parents, Peter Zimmerman and wife Catharina. Sponsors, Jacob Brenner and wife Catharina.

1802.

Lengel—John Adam, b.—; bap. Sept. 19. Parents, Conrad Lengel. Sponsors, Conrad Lengel and Eva.

Kuntzelman—John Henrich, b.—; bap. Sept. 26. Parents, John Kuntzelman and wife. Sponsor, Henry Kuntzelman.

Zimmerman—Johannes, b. Oct. 7; bap. Nov. 21. Parents, Henrich Zimmerman and wife. Sponsors, Johannes Brenner and Margreta Brennern.

Buegel—Johann Henrich, b. Oct. 16; bap. Nov. 27. Parents, Bernhart Buegel. Sponsors, Johann Henrich Bor and Eva Boren.

Ried—Henrich, b. July 23; bap.—. Parents, Johannes Ried and wife Catharina. Sponsors, Henrich Stein and Christina Riedten.

Stein—Barbara, b. Nov. 24; bap. Dec. 25. Parents, J. George Stein and wife. Sponsors, J. Stein and wife Catharina Gebhard.

Schmidt—Joh. Jacob, b. Oct. 10; bap. Dec. 19. Parents, Jacob Schmidt and wife. Sponsors, Jacob Weber and wife Margreta, geborne Gerhardtin.

Hamme—Johan Peter, b. Nov. 5; bap. Dec. 19. Parents, Philip Hamme and wife. Sponsors, Peter Hamme and wife Catharina, geborne Huraff.

1803.

Rude—Maria Elizabeth, b. Dec. 18, 1802; bap. Jan. 30. Parents, John Rude and wife. Sponsors, Balzer Hautz and wife Elizabeth, geborne Munchen.

Zorbi—Anna Catharina, b. Jan. 12; bap. Feb. 20. Parents, George Zorbi and wife. Sponsor, Catharina Hame.

Uptegraf—Elizabeth, b. Feb. 3; bap. March 13. Parents, Conrad Uptegraf and wife Elizabeth, geborne Angst. Sponsor, Elizabeth Angsten.

Werner—Catharina, b. Feb. 16; bap. May 29. Parents, Peter Werner and Catharina. Sponsor, Davi Lengeln.

Zimmerman—Henrich, b. Feb. 20; bap. May 7. Parents, Johannes Zimmerman and wife Catharina, geborne Buegler. Sponsors, Henrich Buegler and wife Catharina, geborne Kunz.

Bor—Maria Elizabeth, b. April 22; bap. May 15. Parents, Henrich Bor and wife Eva Bor. Sponsor, Maria Elizabeth Boren.

Zimmerman—Elizabeth Maria, b. Oct. 23, 1802; bap. May 19. Parents, Berend Zimmerman. Sponsor, Catharina Braunen.

Lutz—Johannes, b. Aug. 22, 1801; bap. May 19. Parents, Michael Lutz and wife Magdalena. Sponsor, Johann Hen.

Lutz—Michael, b. March 15, 1803; bap. May 19. Parents, Michael Lutz and wife Magdalena. Sponsor, Philip Kayser.

Hen—Wilhelm, b. Jan. 19; bap. May 19. Parents, Johann Hen and wife Margreta. Sponsors, Michael Lutz and wife Margreta.

Reigel—Henrich, b. Jan. 30, 1802; bap. May 19. Parents, Nicolas Reigel and wife Catharina. Sponsors, Henrich Reinze and wife Elizabeth.

Lutz—Michel, b. Oct. 30, 1802; bap. May 19. Parents, Daniel Lutz and wife Catharina. Sponsor, Christian Hoffman.

Ekle—Anna Maria, b. Sept. 30, 1799; bap. May 19. Parents, Johann Ekle and wife Magdalena. Sponsors, Christian and wife Barbara.

Ekle—Barbara, b. Jan. 11, 1801; bap. May 19. Parents, Johann Ekle and wife Magdalena. Sponsors, Christian and wife Barbara.

Gref—Johann George, b. Feb. 13, 1801; bap. May 19. Parents, Jacob Gref and wife Maria. Sponsors, Henrich Hartman and wife Sara.

Christ—Francis, b. Feb. 6, 1802; bap. May 19. Parents, Jacob Christ and wife Susanna. Sponsors, Henrich Ronze and wife Elizabeth.

Ries—Elizabeth, b. Jan. 15, 1802; bap. May 19. Parents, Peter Ries and wife Susanna. Sponsor, Susanna Ries.

Wolf—Jonathan, b. April 23, 1801; bap. May 29. Parents, Mattheus Wolf and wife Catharina. Sponsors, Johannes Zimmerman and wife Catharina.

Gempel—Martin, b. Jan. 20; bap. July 17. Parents, Henrich Gempel and wife Catharina. Sponsors, Martin Velti and wife Elizabeth.

Schrop—Henrich, b. Jan. 3; bap. July 17. Parents, Andreas Schrop and wife Catharina. Sponsor, Henrich Schrop.

Stein—Henrich, b. July 14; bap. Aug. 7. Parents, Henrich Stein and wife Christina. Sponsors, George Stein and wife Catharina.

Pressler—Johann George, b. May 20; bap. Aug. 7. Parents, Jacob Pressler and wife Magdalena. Sponsors, Daniel Harry and wife Magdalena.

Zerve—Salomine, b. Aug. 3; bap. Aug. 28. Parents, Jacob Zerve and wife Catharina. Sponsors, Peter Zimmerman and wife Catharina.

Miller—Christine, b. Oct. 9; bap. June 8. Parents, Friedrich Miller and wife Elizabeth. Sponsor, Catharine Munchen, single.

Velte—Catharine, b. Oct. 9; bap. Sept. 21. Parents, Martin Velte and wife Elizabeth. Sponsors, Jacob Rohrer and wife Catharina.

Ried—Eva Margaretha, b. May 11; bap. Sept. 4. Parents, Philip Ried and wife Catharina. Sponsor, Margaretha Boyern.

Denger—Catharina, b. March 5; bap. Sept. 4. Parents, Johann George Denger and wife Eve Maria. Sponsors, Michel Kessler and wife Magdalena.

Kraffert—Catharina, b. Oct. 1, 1802; bap. Sept. 4. Parents, Friedrich Kraffert and wife Catharina. Sponsors, Daniel Harry and wife Madalena.

Harre—Henrich, b. Oct. 24; bap. Dec. 11. Parents, Daniel Harre and wife Magdalena. Sponsors, Henrich Zimmerman and wife Eve.

1804.

Ried—Catharine, b. Dec. 1, 1803; bap. Jan. 22. Parents, Johannes Ried and wife Catharina. Sponsors, Johannes Ried and wife Margretha.

Leer—Eva, b. Dec. 31, 1803; bap. Feb. 12. Parents, Peter Leer and wife Catharina. Sponsor, Eva Steinen.

Hubler—Henrich, b. March 24; bap. May 13. Parents, Jacob Hubler and wife Magdalena. Sponsors, Henrich Zimmerman and wife Eva.

Buegler—Magdalena, b. March 24; bap. May 13. Parents, Johann Buegler and wife Catharina. Sponsor, Magdalena Bueglern.

Joh—Peter, b. March 9; bap. May 13. Parents, George Joh and wife Elizabeth. Sponsor, Peter Grimm.

Buegler—Elizabeth, b. Feb. 4; bap. June 24. Parents, Johannes Buegler and wife Eva. Sponsor, Elizabeth Hamme.

Velte—Johann George, b. May 20; bap. June 24. Parents, Henrich Velte and wife Maria Elizabeth. Sponsors, Johannes Buegler and wife Catharine.

Zimmerman—Salome, b. May 10; bap. June 24. Parents, Peter Zimmerman and wife Catharina. Sponsors, Johann Braun and wife Catharina.

Kuntz—Johann Jacob, b. Aug. 14; bap. Oct. 9. Parents, Johann Kuntz and wife Johanna. Sponsors, Joh. Jacob Schmidt and wife Johanna.

Zimmerman—Elizabeth, b. Sept. 26; bap. Nov. 24. Parents, Henrich Zimmerman and wife Elizabeth. Sponsor, Elizabeth Brennern.

Egler—Benjamin, b. Aug. 29; bap. Nov. 4. Parents, Jacob Egler and wife Barbara. Sponsor, Benjamin Hame.

Hubert—George, b. Sept.—; bap. Nov. 4. Parents, George Hubert and wife Maria. Sponsors, George Jocki and wife Elizabeth.

Jocki—Salome, b. Sept. 29; bap. Nov. 4. Parents, Lorenz Jocki and wife Catharina. Sponsors, Henrich Hubert and wife Elizabeth.

Biegler—Christina Elizabeth, b. Nov. 27; bap. Dec. 26. Parents, Adam Biegler and wife Christina Elizabeth. Sponsors, Jacob Kunkel and wife Susanna.

Kerner—Johann Henrich, b. Oct. 3; bap. Nov. 4. Parents, Johannes Kerner and wife Magdalena. Sponsors, Henrich Velte and wife Maria Elizabeth.

Kayser—George, b. July 20; bap. Nov. 25. Parents, Philip Kayser and wife Eva. Sponsors, Peter Zimmerman and wife Catharine.

1805.

Bene—Johann George, b. Dec. 29, 1804; bap. Jan. 20. Parents, George Bene. Sponsors, Johann Jacob Stein and wife Margaretha Elizabeth.

Berger—Johann George, b. Jan. 9; bap. March 3. Parents, George Berger and wife Catharina. Sponsors, Johannes Heberling and wife Christina.

Brenner—Catharina, b. March 29; bap. April 14. Parents, Jacob Brenner and wife Catharina. Sponsors, Henrich Velte and wife Maria Elizabeth.

Bohr—Johann, b. March 1; bap. April 14. Parents, Matheas Bohr and wife Catharina. Sponsor, Johann Bohr.

Uptegrav—Johann, b. March 23; bap. April 14. Parents, Conrad Uptegrav and wife Elizabeth. Sponsor, Adam Munch.

Zerbe—Catharina, b. Feb. 15; bap. April 14. Parents, Jacob Zerbe and wife Catharina. Sponsors, Andreas Schrop and wife Catharine.

Braun—Margaretha, b. Oct.—; bap. May 3. Parents, Johann Braun and wife Elizabeth. Sponsors, Michael Wepper and Margaretha Schropen.

Seibert—Wilhelm, b.—; bap. July 7. Parents, Heinrich Seibert and wife Dorothea. Sponsors, Jacob Rohrer and wife Catharine.

Jaky—Johannes, b. May 9; bap. Aug. 11. Parents, George Jaky and wife Elizabeth. Sponsors, Jacob Luis and wife Catharina.

Litsh (?)—Johannes, b. Dec. 1804; bap. Aug. 11. Parents, Daniel Litsh (?) and wife Catharina. Sponsors, Johannes Braun and wife Elizabeth.

Heimbach—Johann Jacob, b. Oct. 25, 1804; bap. Aug. 27. Parents, Peter Heimbach and wife Magdalena. Sponsors, Bernhardt Hohl and Christina Heimbachen.

Rieth—Catharina, b. Aug. 3; bap. Sept. 27. Parents, Johann Rieth and wife Catharina. Sponsor, Maria Riethen.

Weber—Margaretha Eliz., b. Aug. 3; bap. Oct. 5. Parents, Jacob Weber and Margaretha. Sponsors, Johann George Gebhardt and wife Margaretha.

Bohr—Maria Catharina, b. Sept. 7; bap. Oct. 6. Parents, Heinrich Bohr and wife Eva. Sponsors, Johann Rieth and wife Maria Catharina.

Stein—Magdalena, b. Oct. 14; bap. Oct. 24. Parents, Johann George Stein and wife Catharina. Sponsor, Magdalena Roehrern.

Shaadt—Johannes, b. Nov.—; bap. Dec. 8. Parents, Freiderich Shaadt and wife Susanna. Sponsors, Johannes Stein and Eva.

Velte—Maria Magdalena, b. Nov. 22; bap. Dec. 25. Parents, Martin Velte and wife Elizabeth. Sponsor, Magdalena Velte.

1806.

Kunkel—Johann Adam, b.—; bap. Jan. 13. Parents, Jacob Kunkel and wife Catharina. Sponsors, Johann Adam Bugler and wife Elizabeth.

Ried—Johannes, b. Jan. 1; bap. March 2. Parents, Johannes Ried and Catharina. Sponsors, Johannes Stein and wife Eva.

Hubler—Catharina, b. Dec. 17; bap. March 23. Parents, Jacob Hubler and wife Magdalena. Sponsors, Heinrich Stein and wife Christina.

Hamme—Benjamin, b. Nov. 30; bap. April 27. Parents, Philip Hamme and wife Catharina. Sponsors, Johannes Dollinger and wife Eufronika.

Pressler—Barbara, b. April 2; bap. April 27. Parents, George Philip Pressler and wife Margaretha. Sponsor, Catharina Shnoken.

Buhler—Regina, b. Feb. 28; bap. April 27. Parents, Johann Buhler and wife Eva. Sponsors, Michael Huber and wife Regina.

Joh—Maria Elizabeth, b. Jan. 2; bap. April 27. Parents, George Joh and wife Elizabeth. Sponsor, Catharina Dollinger.

Lehr—Johann Peter, b. March 15; bap. April 27. Parents, Peter Lehr and wife Catharina. Sponsors, Johannes Munch and wife Christina.

Hubert—Maria Elizabeth, b. March—; bap. May 11. Parents, George Hubert and wife Maria. Sponsors, Heinrich Hubert and wife Elizabeth.

Harre—Johann Jacob, b. Jan. 28; bap. May 11. Parents, Daniel Harre and wife Magdalena. Sponsors, Jacob Brenner and wife Catharina.

Heimbach—Johann Jacob, b. April 18; bap. May 2. Parents, Johann Heimbach and wife Susanna. Sponsors, Johann Jacob Stein and wife Margareta Elizabeth.

Heimbach—Daniel, b. April 18; bap. May 2. Parents, Johannes Heimbach and wife Susanna. Sponsors, George Garman and wife Anna Maria.

Zimmerman—Elizabeth, b. Feb. 22; bap. June 29. Parents, Berand Zimmerman and wife Eva Maria. Sponsors, Jacob Degler and wife Margaretha.

Velte—Leohnhardt, b. June 20; bap. July 20. Parents, Henrich Velte and wife Maria Elizabeth. Sponsor, Leohnhardt Ried.

Roehrer—Johann Peter, b. Sept. 2; bap. Sept. 7. Parents, Peter Rohrer and wife Magdalena. Sponsors, Jacob Rohrer, Sen., and wife Catharina.

Bugler—Johann, b. Aug. 16; bap. Sept. 28. Parents, Johann Bugler and wife Catharina. Sponsors, Johann Kunkel and wife Catharina.

Munch—Maria Magdalena, b. Aug. 22; bap. Sept. 28. Parents, Johann Munch and wife Maria Christina. Sponsors, Mathias Bohr and wife Catharine.

Bene—Johann, b. Oct. 4; bap. Oct. 19. Parents, George Bene and wife Catharina. Sponsors, Johann Hamme and Magdalena Bene.

Kunz—Catharina, b. Sept. 10; bap. Oct. 19. Parents, Johann Kunz and wife Johanna. Sponsor, Catharina Kunz, widow.

Ditzler—Maria Margaretha, b. Sept. 3; bap. Dec. 14. Parents, Jacob Ditzler and wife Margaretha. Sponsors, Johann Dollinger and wife Eufronika.

1807.

German—Hanna, b. Nov. 9; bap. Jan. 1. Parents, Johann German and wife Elizabeth. Sponsors, Leonard Ried and Margaretha Brennern.

Hama—Johann, b. Dec. 13; bap. Jan. 1. Parents, Peter Hama and wife Sara. Sponsors, Johann Ried and wife Elizabeth.

Munch—Catharina, b. Sept. 22; bap. Jan. 1. Parents, Adam Munch and wife Eva. Sponsor, Catharina Hautzen.

Brenner—Johann, b. Dec. 21; bap. Jan. 25. Parents, Johann Jacob Brenner and wife Catharina. Sponsors, Leonard Ried and Margaretha Brennern.

Jaky—Wilhelm, b. Dec. 11; bap. March 22. Parents, George Jaky and wife Elizabeth. Sponsors, Wilhelm Por and Anna Maria Huberin.

Gimpel—Maria Elizabeth, b. March 5; bap. March 22. Parents, Henrich Gimpel and wife Catharina. Sponsors, Henrich Velte and wife Maria Elizabeth.

Dollinger—Wilhelm, b. March 26; bap. March 22. Parents, George Dollinger and wife Christina. Sponsors, Jchann Dollinger and wife Eufronika.

Bugler—Peter, b. Nov. 2; bap. Feb.—. Parents, Henrich Bugler and wife Catharina. Sponsors, Johann Bugler and wife Catharina.

Stein—Catharina, b. March 7; bap. March 27. Parents, Joh. George Stein and wife Catharina. Sponsors, Henrich Stein and wife Christina.

Zimmerman—Catharina, b. Feb. 3; bap. March 27. Parents, Peter Zimmerman and wife Catharina. Sponsors, Johann Kunkel and wife Catharina.

Ried—Henrich, b. Feb. 19; bap. March 27. Parents, Jonas Ried and wife Elizabeth. Sponsor, Henrich Ried.

Ried—Catharina, b. Feb. 19; bap. March 27. Parents, Jonas Ried and wife Elizabeth. Sponsors, Jacob Brenner and wife Catharina.

Bugler—Eva, b. April 1; bap. April 19. Parents, Adam Bugler and wife Elizabeth. Sponsor, Rosina Bergern.

Heimbach—Elizabeth, b. Jan. 20; bap. May 10. Parents, Peter Heimbach and wife Magdalena. Sponsors, Balthasar Boyer and wife Magdalena.

Zimmerman—Eva, b. March 12; bap. May 10. Parents, Henrich Zimmerman and wife Eva. Sponsors, Leonhardt Ried and wife Margaretha.

Hubert—Henrich, b. March—. Parents, Henrich Hubert and wife Regina. Sponsors, Henrich Stein and wife Christina.

Roehrer—Catharina, b. June 11; bap. July 5. Parents, Jacob Roehrer and wife Catharina. Sponsors, Joh. George Stein and wife Catharina.

Hautz—Johann, b. Sept. 3, 1805; bap. July 26. Parents, Jacob Hautz. Sponsors, Johann Jacob Stein and wife Margaretha Elizabeth.

Bohr—David, b. June 27; bap. July 26. Parents, Mathias Bohr and wife Catharina. Sponsors, Peter Feg and wife Appolone.

Optegrov—Anna, b. May 30; bap. July 26. Parents, Conrad Optegrov and wife Elizabeth. Sponsor, Anna Braun.

Egler—Eva Barbara, b. May 2; bap. July 26. Parents, Jacob Egler and wife Barbara. Sponsors, Johann Kunkel and wife Catharina.

Zimmerman—Berend, b. May 27; bap. Sept. 6. Parents, Berend Zimmerman and wife Elizabeth Maria. Sponsors, Henrich Stein and wife Christina.

Heimbach—Simon, b. Sept. 6; bap. Sept. 27. Parents, Johann Heimbach and wife Susanna. Sponsors, Johann Heimbach and wife Elizabeth.

Shrob—Andreas, b. Sept. 1; bap. Sept. 27. Parents, Johann Shrob and wife Elizabeth. Sponsors, Andreas Shrob and wife Catharina.

Zimmerman—Johann, b. Sept. 15; bap. Sept. 27. Parents, Joh. Jakob Zimmerman and wife Barbara. Sponsors, Joh. Zimmerman and wife Catharina.

Buhler—Wilhelm—b. Sept. 17; bap. Nov. 7. Parents, Johann Buhler and wife Eva. Sponsor, Henrich Bugler.

Stein—Johann, b. Oct. 6; bap. Nov. 7. Parents, Peter Stein and wife Magdalena. Sponsors, Johann Stein and wife Eva.

Kiefer—Margaretha, b. Oct. 2; bap. Nov. 7. Parents, Daniel Kiefer and wife Margaretha. Sponsors, Abraham Kiefer and wife Margaretha.

Roehrer—Christina, b. Oct. 10; Nov. 8. Parents, Peter Roehrer and wife Magdalena. Sponsor, Christina Lengeln.

Pressler—Joh. Jakob, b. Aug.—; bap. Nov. 8. Parents, George Philip Pressler and wife Margaretha. Sponsors, Jakob Shmidt and wife Hannetta.

Miller—Johann George, b. May 12; bap. Sept. 20. Parents, Jakob Miller and wife Sara. Sponsor, Margretha Riethen.

1808.

Kiefer—Elizabeth, b. Dec. 23; bap. Jan. 31. Parents, Abraham Kiefer and wife Eva. Sponsors, Abraham Kiefer and wife Margaretha.

Gimpel—Catharina, b. Jan. 19; bap. Feb.—. Parents, Johann Gimpel and wife Margaretha. Sponsor, Catharina Velten.

Hautz—Johann Jakob, b. Nov. 7; bap. Apr. 3. Parents Joh. Jakob Hautz and wife Anna Maria. Sponsors, Joh. Jakob Stein and wife Margaretha Elizabeth.

Ried—Johann Peter, b. Mar. 10; bap. April 17. Parents, Johann Ried and wife Catharina. Sponsors, Peter Stein and wife Magdalena.

Velte—Johann George, b. March 12; bap. April 17. Parents, Martin Velte and wife Elizabeth. Sponsors, Johann George Stein and wife Catharina.

Bohr—Johann Henrich, b. Feb. 28; bap. April 17. Parents, Henrich Bohr and wife Eva. Sponsor, Johann Bohr.

Velte—Lidia, b. March 31; bap. May 8. Parents, Henrich Velte and wife Maria Elizabeth. Sponsor, Catharina Velten.

Fehler—Johann Adam, b. May 14; bap. Aug. 7. Parents, George Fehler and wife Eva. Sponsors, Johann Adam Bugler and wife Elizabeth.

Brenner—Elizabeth, b. March 3; bap. Sept. 4. Parents, Jakob Brenner and wife Catharina. Sponsors, Johann Brenner and wife Catharina.

Ried—Peter, b. June 15; bap. Sept. 4. Parents, Johann Ried and wife Elizabeth. Sponsors, Peter Saldezaun and wife Barbara.

Kunze—Elizabeth, b. Aug. 8; bap. Sept. 4. Parents, Johann Kunze and wife Hanna. Sponsor, Christina Schmidten.

Bohr—Johann Heinrich, b. Sept. 6; bap. Sept. 9. Parents, Mathias Bohr and wife Catharina. Sponsors, Heinrich Bohr and wife Eva.

Hubert—Johann Wilhelm, b. Aug. 22; bap. Oct. 12. Parents, Valentine Hubert and wife Catharina. Sponsors, Heinrich Hubert and wife Elizabeth.

Ried—Sophia, b. Nov. 15; bap. Dec. 25. Parents, Jonas Ried and wife Elizabeth. Sponsor, Anna Maria Riethen.

Roehrer—Gottfried, b. Dec. 8; bap. Dec. 20. Parents, Jakob Roehrer and wife Catharina. Sponsor, Johann Rohrer.

Braun—Bap. Dec. 25. Parents, Johann Braun and wife. Sponsor, Heinrich Berger.

1809.

Lehr—Joh. Jacob, b. Dec. 3; bap. March 5. Parents, Peter Lehr and wife Catharina. Sponsors, Joh. George Stein and wife Catharina.

Rein—Michael, b. Dec. 11, 1808; bap. March 15. Parents, Michael Rein and wife Catharina. Sponsors, Joh. Jacob Stein and wife Margareth Elizabeth.

Ried—Johann, b. Nov. 30; bap. March 5. Parents, Adam Ried and wife Catharina. Sponsors, Johann Ried and wife Margaretha.

Munch—Elizabeth, b. Dec. 17; bap. March 5. Parents, Adam Munch and wife Eva. Sponsors, Peter Rohrer and wife Magdalena.

Ried—Salome, b. Jan. 8; bap. March 5. Parents, Leonhard Reid and wife Margaretha. Sponsors, Johann Brenner and wife Catharina.

Hautz—Edward, b.—; March 26. Parents,—— Hautz and wife Christina. Sponsors, Balthasar Hautz and wife Eva.

Bugler—Elizabeth, b. Feb. 7; bap. March 26. Parents, Johann Bugler and wife Catharina. Sponsors, Heinrich Velte and wife Maria Elizabeth.

Stein—Peter, b. April 6; bap. May 22. Parents, Heinrich Stein and wife Christina. Sponsors, the parents.

Hubler—Catharina, b.—; bap. May 22. Parents, Joh. Jakob Hubler and wife.

Hame—Barbara, b. May 23, 1808; bap. Dec. 12. Parents, Johann Hame and wife Margaretha. Sponsors, Johann Kunkel, Jun., and wife Catharina.

1810.

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BURIAL RECORDS OF JACOB'S CHURCH.

1804.

Philip Kayser, born Feb. 17, 1771, in Pinegrove Twp., Berks Co.; died Mar. 18. Age 33 yrs., 1 mo., 1 day.

Maria Magdalena Munchin, born Jan. 6, 1737, in Lothringen in der Elsass, Europa; died Oct. 22. Age 66 yrs., 9 mo., 18 days.

Elizabeth Schnockin, born May 3, 1734, in Lowenstein Werdheim, Dahl Altfeld, Europa; died Nov. 19. Age 70 yrs., 6 mo., 16 days.

Henrich Ried, born July 23, 1801, in Pinegrove Twp., Berks Co.; died Dec. 10. Age 3 yrs., 4 mo., 17 days.

1805.

Catharina Pressler, born May 17, 1765, in Pinegrove Twp., Berks Co.; died Jan. 18. Age 39 yrs., 8 mo., 1 day.

Jacob Kunkel, born Jan. 27, 1797, in Pinegrove Twp., Berks Co.; died Jan. 22. Age 7 yrs., 11 mo., 25 days.

Johann Leohnhardt Rieth, born April 10, 1794, in Tulpehocke; died Aug. 26. Age 66 yrs., 4 mo., 16 days.

Martin Gimbel, born June 22, 1803, in Pinegrove Twp., Berks Co.; died Sept. 28. Age 2 yrs., 3 mo., 4 days.

Johann Bugler, born Nov. 13, 1726, in Sandhofen, in der Churfalz; died Dec. 22. Age 79 yrs., 1 mo., 11 days.

1806.

George Bene, born Oct. 29, 1804, in Pinegrove Twp.; died Jan. 2. Age 1 yr., 4 mo., 4 days.

Anna Margaretha Eckeln, born Mar. 9, 1794, in Pinegrove Twp. Age 11 yrs., 11 mo., 4 days.

John Jakob Heimbach, born April 18, 1806, in Pinegrove Twp.; died July 28. Age 3 mo.

Daniel Heimbach, born April 18, 1806, in Pinegrove Twp.; died July 27. Age 3 mo., less one day.

Johann Christoph Shrop, born Feb. 18, 1727, in Oberowistheim, Europa; died July 25. Age 79 yrs., 5 mo., 7 das.

Henrich Stein, born July 14, in Pinegrove Twp.; died Sept. 14. Age 3 yrs., 2 mo.

1807.

Magdalena Hubelen, geb. Zimmerman, born Nov. 7, 1775, in Pinegrove Twp.; died Dec. 9. Age 29 yrs., 1 mo., 2 days.

1808.

Regina Loflern, born Feb. 26, 1806, in Pinegrove Twp., died April 25. Age 2 yrs., 1 mo., 27 days.

Johann Bohr, born Mar. 1, 1805, in Bethel Twp., Dauphin Co.; died Aug. 17. Age 3 yrs., 5 mo., 16 days.

David Bohr, born June 27, 1807, in Bethel Twp., Dauphin Co.; died Sept. 7. Age 1 yr., 2 mo., 10 days.

Magdalena Lingeln, born Feb. 12, 1787, in Pinegrove Twp.; died Dec. 18. Age 21 yrs., 10 mo., 6 days.

Catharine Brennern, born in Manheim Twp., April 13, 1780; died Dec. 27. Age 29 yrs., 8 mo., 14 days.

1810.

Anna Catherina Gambeln b. in Heidelber twp., Berks Co., Feb. 7, 1766; d. Feb. 3, 1810. Age 43 yrs. 11 mo. 26 days.

Ein sohn des Johann Braun b. in Pinegrove twp., Jan. 14, 1810; d. March 9, 1810. Age 1 mo. 25 days.

Elizabeth Rieth b. in Pinegrove twp., April 30, 1810; d. Oct 3, 1810. Age 6 mos. 3 days.

Johannus Stein b. in Europa, 1731; d. Nov. 24. Age 79 yrs. 5 mos.

1811.

Maria Magdalena Bohr b. in Pinegrove twp., June 23, 1784; d. July 27. Age 27 yrs. 1 mo. 6 days.

1812.

Conrad Langel b. in Pinegrove twp., (?) Mar. 17, 1745; d. Mar. 12. Age 66 yrs. 11 mos. 25 days.

Sebastian Felde b. in Pinegrove twp., Nov. 7, 1785; d. May 17. Age 26 yrs. 6 mos. 10 days.

Margaretha Catharin Langel b. in Pinegrove twp., Dec. 1, 1793; d. June 13. Age 18 yrs. 6 mos. 12 days.

Barbara Rohrer b. in Pinegrove twp., July 28, 1810; d. Apr. 26. Age 1 yr. 9 mo.

Elizabeth Buchler b. in Pinegrove twp., Feb. 7, 1809; d. Oct. 31. Age 3 yrs. 7 mos. 24 days.

1813.

Margaretha Lehman b. in Pinegrove twp., (?) Sept. 15, 1731; d. Apr. 25. Age 81 yrs. 7 mos. 9 days.

Johannes Brenner b. in Pinegrove twp., Dec. 25, 1766; d. June 5. Age 46 yrs. 5 mos. 11 days.

Johannes Stein b. in Pinegrove twp., Nov. 10, 1810; d. Oct. 15. Age 2 yrs. 10 mos. 27 days.

1814.

Elizabeth Angst b. in Pinegrove twp., Sch. Co., Dec. 11, 1792; d. Mar. 3. Age 21 yrs. 2 mos. 19 days.

1815.

Michael Zimmerman b. in Pinegrove twp., Sch. Co., Dec. 29, 1812; d. Feb. 26. Age 2 yrs. 2 mos.

Maria Elizabeth Sadduzahn b. in Pinegrove twp., Sch. Co., Mar. 16, 1794; d. May 19. Age 21 yrs. 2 mos. 3 days.

Daniel Angst b. in Pinegrove twp., Sch. Co., Dec. 14, 1748; d. July 11. Age 67 yrs. 6 mos. 25 days.

Barbara Eckler b. in Pinegrove twp., Sch. Co., Aug. 1765; d. July 11. Age 49 yrs. 11 mos. 13 days.

Burkhart Bohr b. in Europe, March 1738; d. Nov. 19. Age 77 yrs. 8 mos. 15 days.

Johannes Brenner b. in Europe, Schweinshiedt, Oct. 3, 1738; d. Nov. 28. Age 77 yrs. 1 mo. 28 days.

1816.

Catharine Roehrer b. in Oley twp., Berks Co., April 1759; d. Mar. 3. Age 56 yrs. 10 mos.

Matthias Bohr b. in Pinegrove twp.

No record for 1817.

1818.

Magdalena Stroh b. in Bethel twp., Dauphin Co., March 15, 1790; d. Jan. 8. Age 27 yrs. 9 mos. 27 days.

Maria Stahl b. in Pinegrove twp., April 13, 1793; d. Feb. 26. Age 24 yrs. 10 mos. 13 days.

Maria Spankuch b. in Pinegrove twp., May 20, 1818; d. July 15. Age 3 mos. 24 days.

1819.

Georg Strohding b. in Berks Co., Oct 8, 1788; d. Dec. 10. Age 31 yrs. 2 mos. 6 days.

1820.

Elizabeth Rohrer b. in Pinegrove twp., Apr. 1, 1819;
d. Sept. 11. Age 1 yr. 5 mos. 11 days.

1821.

Maria Ketner b. in Pinegrove twp., Feb. 22, 1806; d.
Mar. 13. Age 15 yrs. 19 days.

1822.

Catharina Brenner b. in Europe, Aug., 1735; d. Feb.
8. Age 86 yrs. 6 mos.

Joh. Georg Stein b. in Pinegrove twp., April 11, 1817;
d. May 12. Age 5 yrs. 1 mo. 1 day.

Catharina Stein b. in Pinegrove twp., Nov. 8, 1819;
d. May 18. Age 2 yrs. 6 mos. 9 days.

Eva Kuhns b. in Pinegrove twp., June 24, 1820; d.
July 7. Age 2 yrs. 12 days.

David Bohr b. in Pinegrove twp., Nov. 28, 1820; d.
July 22. Age 1 yr. 7 mos. 24 days.

Barbara Bohr b. in Pinegrove twp., May 10, 1784; d.
July 24. Age 38 yrs. 2 mos. 15 days.

Johannes Bohr b. in Pinegrove twp., Nov. 11, 1811;
d. July 25. Age 10 yrs. 8 mos. 23 days.

Jonathan Bohr b. in Pinegrove twp., Nov. 22, 1818;
d. July 25. Age 3 yrs. 8 mos. 5 days.

Anna Maria Panner b. in Pinegrove twp., Dec. 23,
1816; d. Aug. 2. Age 5 yrs. 7 mos. 12 days.

Henrich Felde b. in Pinegrove twp., Feb. 22, 1813;
d. Aug. 10. Age 9 yrs. 5 mos. 19 days.

Catharine Rohrer b. in Pinegrove twp., Aug. 7, 1821;
d. Aug. 15. Age 1 yr. 3 days.

Henrietta Kapp b. in Pinegrove twp., Apr. 2, 1819;
d. Aug. 24. Age 3 yrs. 4 mos. 22 days.

1823.

Luisetta Mies b. in Pinegrove twp., Sept. 15, 1813;
d. Jan. 17. Age 8 yrs. 4 mos. 2 days.

Johannes Minnig b. in Pinegrove twp., Aug. 8, 1757;
d. Apr. 27. Age 65 yrs. 8 mos. 20 days.

Here end the records in the old book. A number of
those of older people only are printed here from the sec-
ond book.

1824.

Maria Germann b. April 6, 1808; d. Mar. 24. Age 15 yrs. 11 mos. 14 days.

Jacob Rohrer b. Dec. 15, 1752; d. June 24. Age 71 yrs. 6 mos. 9 days.

1825.

Catharina Felde b. Aug. 1741; d. Mar. 14. Age 83 yrs. 7 mos.

Barbara Stein b. Feb. 1738; d. May 24. Age 87 yrs. 3 mos.

Magdalena Buchler b.—; d. May 17. Age 64 yrs. 5 mos.

Elizabeth Keinpell b. Oct. 27, 1772; d. Dec. 21. Age 53 yrs. 1 mo. 25 days.

1826.

Dorothea Seybert b. 1774; d. Jan. 14, 1826. Age 51 yrs. 2 mos. 4 days.

Maria Elizabeth Felde b. Nov. 20, 1771; d. Jan. 18, 1727. Age 55 yrs. 2 mos.

Catharin Bohr b. May, 1739; d. Mar. 27, 1827. Age 87 yrs. 10 mos. 6 days.

Anna Maria Rieth b. Apr. 25, 1748; d. May 24, 1827. Age 79 yrs. 1 mo.

Catharine Kuhns b. 1756; d. July 17, 1827. Age 71 yrs.

Peter Roehrer b. Feb. 18, 1782; d. Aug. 3, 1827. Age 45 yrs. 5 mos. 16 days.

Johannes Rieth b. Oct. 15, 1755; d. Dec. 26, 1827. Age 72 yrs. 2 mos. 11 days.

Andreas Shropp b. Nov. 22, 1758; d. Jan. 8, 1831. Age 72 yrs. 1 mo. 18 days.

Catharina Giesy b. Feb. 3, 1751; d. Mar. 3, 1832. Age 81 yrs. 1 mo. 1 day.

Maria Christian Minnich b. Jan. 25, 1763; d. Dec. 1, 1832. Age 69 yrs. 10 mos. 6 days.

Jacob Roehrer b. Aug. 18, 1780; d. Sept. 19, 1833. Age 53 yrs. 1 mo. 3 days.

Valentine Stahl b. July 25, 1764; d. Mar. 21, 1841. Age 76 yrs. 7 mos. 27 days.

Christian Plank b.—; d. Sept. 29, 1842. Age 70 yrs.
Johann Heinrich Stein b. Jan. 4, 1776; d. Dec. 24,
1842. Age 66 yrs. 9 mos. 13 days.

Martin Feltz b. Mar. 9, 1778; d. July 7, 1846. Age
68 yrs. 3 mos. 28 days.

Catherin Schropp b. 1761; d. Feb. 24, 1846. Age
85 yrs.

Peter Rieth b. Oct. 10, 1788; d. Jan. 2, 1848. Age
59 yrs. 2 mos. 23 days.

Johannes German b. Mar., 1782; d. Nov. 20, 1849.
Age 67 yrs. 6 mos.

Leonhard Reid b. Mar., 1783; d. Dec. 26, 1851. Age
68 yrs. 9 mos.

Beginning of Rev. E. S. Henry's pastorate.

John George Stein b. Nov. 14, 1780; d. Dec. 17, 1852.
Age 72 yrs. 1 mo. 3 days.

Anna Koons b. Jan. 29, 1779; d. Oct. 7, 1853. Age
74 yrs. 8 mos. 8 days.

Maria M. Reger b. Feb. 7, 1780; d. Sept. 10, 1855.
Age 75 yrs. 7 mos. 3 days.

Christine Stein b. May 4, 1779; d. Jan. 2, 1856. Age
76 yrs. 7 mos. 3 days.

Eva Bohr b. Mar. 23, 1782; d. Jan. 23, 1863. Age
80 yrs. 10 mos.

Origin of the Armored Car.

Prepared by Mr. R. A. WILDER, and read before the Historical Society, September 27, 1905.

In April 1861, I was in Philadelphia conducting a law suit in the court of Nisi Prius, presided over at that time by Chief Justice Sharswood. It was in the beginning of street railways and many things about them were unsatisfactory to the public, and remedies were being sought by those of influence who suffered. Among the causes of complaint were the rails, which were adapted to the use of car-wheels but not to the wheels of carriages, which while they had the right to drive on the railway tracks had to be turned out to allow the cars the right of way, and in doing so the wheels would bind against the sides of the rails and break in various ways; this was especially the case when hurried to get out of the way. The carriage of the judge had been broken in this way and endangered the lives of his family, and he was desirous of being relieved of the anxiety when his carriage was being used. He expressed a wish to consult with me relative to changing the form of the rail to remedy the defects of the rails then in use.

A meeting was arranged for at the office of Hon. Wm. M. Meredith, one of our counsel in the city, on the evening of the 19th of April; but during the day, news of the attack on the Sixth Massachusetts Regiment in the streets of Baltimore, and the destruction of the track and long bridges of the Phila. and Wilmington R. R. by the Rebel Gen. Trimble, former Chief Engineer of the road, was received, and the city was at once thrown into a state of panic. On the land side it was utterly defenceless and there were no means at hand to create defenses. Realizing this, all usual business was suspended and the prominent men of all classes were discussing the means of protection that seemed available under the conditions pre-

sented. The destruction of the railroad and bridges in Maryland cut off communication with the National Capital, and the most important matter for practical consideration was how to restore the line to normal conditions so as to facilitate the movement of troops to Washington.

The meeting for discussing the street railway defects, like every other gathering of citizens, was merged into one for securing the safety of the city. The opening of the Phila., Wilmington and Baltimore Railroad was seen to be essential to this end. But how was this to be effected with the chances of workmen being picked off by rebel sharp shooters? It was known that no one would take the risk unless some effectual means of protection could be devised and put into practice without delay. While the other gentlemen were earnestly making suggestions, I was mentally working out a plan that would afford protection, and stated it briefly to those present. Judge Sharswood at once asked me to go to my hotel and work out the details, and have them ready to present to leading citizens the next morning. This I did before retiring, and in the morning took my drawings to the Mine Hill Railroad office, at that time located in the Franklin Institute building on Seventh Street, between Chestnut and Market Streets.

Many gentlemen had assembled there to consider the peril of the city. I laid my design for an armored car before them, and while a few questions were being asked, one gentleman stepped out and secured a carriage to take me to the Baldwin Locomotive Works as rapidly as possible. I explained the plans to Messrs. Baldwin and Baird, proprietors, with whom I had long been acquainted; and they at once sent for Mr. S. M. Fattom, President of the P. W. and Baltimore R. Ry., who ordered a car built as soon as possible. It was ready for the tracks in about four days and equipped for action near the first long bridge, where repairmen were put to work. As a preliminary test a few shot from the nine pound howitzer were thrown out upon the water which sent the rebels flying over the hills on horseback leaving all clear for the workmen.

In constructing the car an open lumber car, or truck, about 50 feet in length was used, with a top frame hav-

ing heavy iron plates bolted on it. The plates were loop-holed for 40 or 50 riflemen. In front was placed a revolving Howitzer, and the armor was made to open and allow the gun to be moved out to fire in front or from the sides as desired. The armor plates were capable of resisting a minnie ball fired at close range from a heavy rifle, without penetration. The Howitzer was obtained from the Bridesburg arsenal, and did good execution whenever used.

When finally the railway was opened this armored car was moved into Virginia and placed on the Orange and Alexander Railroad, which it protected and kept open. While it remained in Washington on its way to the field of action, it was inspected by army officers of foreign governments who had been sent here to watch the movements of the Union troops in organizing and taking positions. Many comments were made as to its efficiency in guarding and keeping open railway lines within the sphere of contending forces.

After the close of the Rebellion there was no further use for the armored car in this country and I never knew what became of it, but it served as a model for warlike purposes for other countries that were soon to be engaged in hostilities on a large scale, like the siege of Paris in the Franco-Prussian war. In the insurrection of Arabi Pasha in Egypt, armored cars were used by the English army on the railway running out from Cairo, with great effect in suppressing the insurrection. The efficiency of its service was more marked in the siege of Paris than elsewhere, prior to the struggle of the English in the Boer war, in which many armored trains were kept in active service.

Just what influence upon the success of the military movements in South Africa the armored trains accomplished, I am not prepared to say; but it is evident that they were looked upon as essential to railway scouting and the protection of lines over which troops and supplies were rapidly moved to given points of concentration of the Boers. The latter relied upon the swift, hardy animals peculiar to the country for rapid concentration.

Probably the defences of the city of Cologne in Germany present the most elaborate use of armored cars

known. A few miles from the city on the French side are extensive earth works of the usual form of construction, and within these works are lines of railway and a series of iron turrets with heavy ordnance connected by armored trains also heavily manned. Then come the regular fortifications commanding the best positions for defense and shelter of troops.

It can be readily seen how this system can be enlarged and effectively used for warlike purposes where natural physical advantages cannot be utilized. Its first conception was the result of necessity in re-establishing at once a great highway to the Capital, over which troops and supplies could be rapidly moved for its protection. Who can tell the extent and value of the services thus rendered in that hour of the country's peril?

Introduction to the History of the Red Church.

A Letter Written by REV. H. A. WELLER, and Read to the Historical Society, December 30, 1903.

To the esteemed members of the Schuylkill County Historical Society.

Dear Sirs and Mesdames:—

If I have permitted our mutual friend, Henning, to persuade me over the wire to consent to “spin a few sentences,” as he calls it, in greeting to you; lamenting as I must my continued enforced absence from your meetings, where I yet have an ambition to meet and make acquaintance with each of you; believe me, I am not quite as mad as the disciples of Porcius Latro, who, when they had made themselves drunken with cumin as was their master, imagined also that they were as learned.

I presume the pressure of our friend for a letter to you comes from his knowledge that somewhere in the township where our Zion’s, more familiarly known as The Old Red Church, stands, there lies buried a Nibelungen Hoard of history and legendary lore;—and, perhaps, he has mistaken his chosen Siegfried to find it. Yet, I do trust that some Siegfried will be found in the ranks of the Society who can unearth these treasures:—or, has some Hagan already sunk it all in the river of forgetfulness?

Near the middle of that stretch of land which Conrad Weiser, in his reports to the Honourable Commissioners concerning the country “north of the Kittatiny Mountains,” designated as “a country waste, useless and containing nothing but boggy pine swamps,”—the land which, later, in a petition circulated in Holland and in England, asking aid for the church, and endorsed by the governor of the Province of Pennsylvania, was styled “BRAUN-SCHWEIG UEBER DEN BLAUEN BERGEN AN

DER SCHUYLKILL," stands the remodeled landmark of civilization's progress across the mountain—buttressed frontier land that so long hurled back and stayed the anxious, visioned but determined pioneers, who, finally, through many struggles and viscissitudes, built the highway of Christianity in our County of Schuylkill and reared in humble majesty their first House of Worship beyond the range of the mountains Blue,—Old Zion Church of West Brunswick.

To the stranger or casual visitor, this land of some of the sweetest, dearest legend and lore is indeed a FORGOTTEN LAND. Even to the student, who, in his boyhood home in Lehigh County, in blissful childhood days with their childhood sense, had often been awed into hysterically sleepless nights, filled with goblins and furies from imagination's pencilled distortions of his grandmother's mother's stories how those "mountains up there,"—(The Blue Mountains),—indeed marked the borderland between our earth and the regions of his majesty's kingdom of brimstone and fire; and, how men had ventured across that border-land into the jaws of a fiendish power from which, in the flesh, they could never return, though their "spook spirits" often came back, on moonless nights, in the wierd and witching midnight hour, to hover over and terribly warn others never to venture or even to gaze over that ridge to fathom the beyond;—a child, to whom the tinted summer evenings or autumn's sunset glow were but the awful reflections of the fires of Gehenna, feeding upon the constant influx of the bodies of the damned that were brought by unseen Stygian Horses on unseen cloud-chariots, over land and sea, from the uttermost parts of earth, to be cast down at eventide to feed the fiery furnace beyond those Blue and dreaded mountains;—even to that humble student, now, for fourteen years or more, a favored resident of this section of land, and rejoicing, in standing upon the beach of research, to find here and anon a brighter pebble washed up from the ocean of legend and lore;—even to him, it remains the LAND OF THE HALF FORGOTTEN.

Now, even though these happier days are mingled with occasional moments when the melancholy tempter tries to persuade me, after some really unkind experience

with my fellow man, that my childhood impressions of what lay beyond these mountains was not all a wrong-fed childish fancy; you, no doubt, heartily join me to testify that this land is not "a waste of boggy pine swamps, useless and ungainly," neither is it covered with the tawny billows of brimstone parched sands, nor the flowing waves of molten shale and silax; though it bears abundant the scars of nature's primeval convulsions; and, hidden in its geologic bosom lies the imprint of change and decay multiplying the ages into aeons before ever the "pale-face" saw its borders or the red man wooed his dusky maid in the shadows of forests that now lie as petrified, yet diademed, masses of the gathered sunshine of the ages, deep down in earth, to be thence resurrected by the miner's delving pickaxe and coaxed to release their concentrated rays of latent light and life sustaining warmth by the ambient wooings of the great primal and final element;—but, the surface is green with verdure, where the winds of a summer twilight play up soft waves of green and gold, while the silvery turnings of the under side of the myriad leaves that shelter its hillsides shimmer like ripples on a quiet harbor to which the voyager has come after stormy passage. Fields of corn are here, filled with silken rustling; broad acres of grain, all holding up and swaying to and fro their golden goblets of wealth; flower gardens, too, as if some glorious genii had embroidered earth with threads of color; and orchards there, frosted over in due season with delicious blossoms of fragrance. The hut, the cottage, the farmer's more pretentious manor house and the village with its glamour, all are scattered everywhere through this sea of greenery; and, rising upon a knoll, wide-flung to vision, tower high heavenward pointing, like a great red painted ship, surrounded by a dependent flock of multicolored little boats, stands this monument of the father's faith and trust,—the Old Red Church of West Brunswick.

Shall we lead you up this spine or spur that keeps the Schuylkill's turbid stream from glinting the reflected sunshine on that ancient spire, and the modern railway's roar from distracting the quiet sanctuary peace of the spot where shadowed Zion's altar stands? That Hill of Sculls has stored in it the memories and the legends of old Paul

Heym and his little white mare, to tell of the days when witchery echoed here the memories of the deeds that Jannes and Jambres performed before a Pharaoh. Shall we lead you a little Pottsville-ward, and let you trembling stand at the Rock Throne of the GINTHE MANITO,—(The Devil's Throne),—while legend vies with truth to tell you tales of diabolic plots, of kindlers of riot and rapine and of purposes most malevolent fulfilled? Shall we, with Indian Maiden climb the highest pine to touch and kiss a lover star? Or, shall we wend our steps to that song and story sacred spot where springs that selfsame fount that gurgled its rippling way over its outflowing bed on the awful day when was born the sad, simple story of Regina Hartman, the German Captive? Will you not be too weary to go with us a little east by southward, to hear, on its very spot, the story told of the brave defenders of the brave, in the frontier fort of those early settler days, just after Pastor Daniel Schumacher had gathered these wide strewn pioneers to worship, and, with them, on Advent Sunday of the year 1755, had, by lifting up of holy hands, solemnly consecrated to the worship of the Triune God the first church—log cabin though it was—in which white man ever worshipped his Maker on this transmontain section of our broad, united, free domain? Will you have me to relate how with ruthless hand, in blood imbued, the tomahawk and torch spread death and clotted ashes over this people's first American home, while a light-beam, brighter than molten gold, silently rested that night over the sacred stillness of their ruined shrine, amid a hush of never breaking wonder, lighting the fleeing refugees across the high Kitattiny crest? Shall we stand together at the graves of that "Fated Line?" Shall we tell of the return of the survivors of the massacre of 1756 and 7; and, how, as a first act of super-important gratitude, they, of every three successive days of labor, spent two to rebuild the tabernacle of their sacred altar to every day they gave to cutting and piling the logs of their own family hearths and firesides? Mayhap you would rather we should sit down together on this winter night, toasting our shins before some flaming yuletide log on some one of these ancient cobwebbed hearthstones, watching the flickering ghost-lights play among the smoke-decked raf-

ters overhead, in silent reveries; having good cheer from that russet jug of cider, or the sizzling apples on the fire-dog, while the old house-cat purrs its sweet content or raises its bristling back and swollen tail at the reflected mischief in old "Wasser's" eye; or tell again the stories o'er which fathers told, of prowess, love, and worship? Amid the hum, hum, hum of the ancient mother's spinning wheel, shall we speak of legend, or only of authentic history;—and, either or both will enthrall our wonder, enlist our interest and rivet our gaze upon Old Red Church and its community of Christ-loved souls, under a new fullness of light, purer and steadier than the artificial illuminations that poet's fancy or literateur's magic pen have cast and woven about the storied lore of Puritan or Catskillian deeds and fortunes.

All these and an hundred more are things of historic and poetic interest that came to pass in the spots and vales and hillsides that are fresh kissed, every Sabbath morn, by the rolling, vibrant waves which ripple and toll from the brazen throat of the pealing bell of The Old Red Church, calling the worshippers to the shrine of the fathers and their children, to bring humble praise to the God and Savior of the Nations.

As well might one "send precepts to Leviathan to come to shore," and hope for literal obedience, as attempt to exhaust the story enshrined in this LAND OF THE HALF FORGOTTEN; for, before its door we stand, "like a strange soul upon the banks of Styx, staying for waftage." As Robinson Crusoe recorded each day with a notch on his stick, so is there a calendar on the rocks and highways, the brooks and laurel-sheltered foot-paths of West Brunswick; but, who will be sufficient to translate all the hopes, the defeats, the joys and regrets, the love and the heart-aches hidden now under these hieroglyphs of history on our totem pole?

Where has the Historical Society and its archive slept so long? But, as such a question might be considered ungenteel, I'll think upon these things.

Lord love you, Sirs and Ladies, I started out with a purpose to simply tell you how it is purposed, when the time shall come, in 1905, that we shall have a sesqui-centennial celebration at the Old Red Church,—may it be a

fitting expression of our awakened sense of the importance of fixing and establishing at least the historical facts in a land where the pen of its Moses never yet chronicled the Exodus, nor a David has come, with his lute, to set to song the deeds, the trials, the valor, the hopes, the mercies and the faith of our forebearers.

You will please blame our friend, the Honorable Captain, who, by his urgency, tempted me to "spin a few sentences" on paper; since, with the responsible cares of a pastor to several congregations of our people, I am often a slave of circumstance, and have been ever yet prevented from joining you physically in your gatherings together. I cry you Pardon, therefore, if I have "drawn out the thread of verbosity finer than the staple of argument," and, perchance, wearied you with a spinning of words, for which my friend's urgency put me in mood, while you yourselves the rather resent it. If so unfortunate I should be, in my humble debut before the members of the long desired and anxiously hoped for Historical Society of Schuylkill County, then will

"I never trust to speeches penned,
Nor to the motion of a school-boy's tongue;
Nor never come in visor to my friend;
Nor woo in rhyme, like a blind harper's song;
Taffata phrases, silken terms precise,
Three-pil'd hyperboles, spruce affectation,
Figures pedantical:—I do forswear them."

Let it be as sincerely believed, as I sincerely utter the wish, that, in the preparation of an historical brochure, the members of the Society may take an earnest interest, if not the organized initiative; that, on the occasion of this historic anniversary, when it comes, there may be at hand for the possession of all a well authenticated account which can unblushing pass down upon posterity as the history and lore of the people and circumstances of Zion (Red) Church, in West Brunswick Township, Schuylkill County, Pennsylvania.

With best wishes for your Merry Christmas, and for the Divine benediction unto you, all the days and hours of the approaching New Year of Grace, I have the honor to remain

Your fellow worker,

H. A. WELLER.

Orwigsburg, Pennsylvania,
December 23rd, 1903.

An Old Town of Schuylkill County.

Paper Read before the Historical Society by MR. W. H. NEWELL,
February 22, 1905.

The East and West Branches of the Schuylkill River have their head waters respectively in the northeastern and northwestern parts of this county; thence they take their course in a southerly direction through a labyrinth of rugged mountains, dense forests, rocky hills and deep gorges; until finally uniting, they become one river, and this stream still flowing south, traverses the lower part of the county, until, passing through a gap in the Blue Mountains, it enters the district of Berks.

At the place where the two streams join, the country opens into a broad, irregular valley lying on both sides of the river, and bordered by forest-covered hills. The whole region was once a magnificent woodland, the perfection of natural beauty,—splendid forests of pine, oak, maple, chestnut and walnut. Wherever there was an opening, there were wild laurels in profusion. The lowland along the river was a large swamp abounding in all the green vegetation of the marsh land, and on the bluffs grew enormous pines.

Into this beautiful wilderness, about the year 1775, came one Martin Dreibelbies, to make a home and found a town. Mr. Dreibelbis was not the first settler in this part of the country, for persons had already located in this region. Clearings had been made in the forests, and log huts erected in the green wood; but he did so much to establish and benefit the settlement that he may justly be termed the founder of Schuylkill Haven; the name signifying "Haven of Rest."

Mr. Dreibelbies was born in or near Moselem, Berks County, in the year 1751. He was a broad-minded, far-

seeing man, and the times he lived in were not propitious for men like him. The early settlers of this county were engaged in a life struggle to establish homes, to sustain life, to protect themselves from wild beasts, and to fight the Indians. Their lives were strenuous, very strenuous, —laboring all day in the forest to clear the land at the rate of from six (6) to eight (8) acres a year; ploughing with rifle on shoulder, listening at night to the howling of great droves of wolves outside the cabin, and aroused from sleep by the war-whoop of the Indians to find the house in a blaze. Such was life in Schuylkill County in the olden time. Some overcame all difficulties and founded our commonwealth, but others fell in the struggle, as many a nameless grave in the forest testified, and to them might be applied the epitaph of Thermopylae:

“Stranger! tell our Countrymen,
That we lie here,
As duty Commands.”

Mr. Dreibelbies acquired large tracts of land on the present site of Schuylkill Haven, and is supposed to have designed a general plan of the town. He sold and even gave land to induce people to settle there. His first residence was a flour mill, built of stone, and used as a fort or block house for the protection of the adjacent region.

The Indians were troublesome, and the inhabitants of what is now the town of Minersville had a boy by the name of Reed to watch for the savages. He saw a band of men in the distance, with red plumes and muskets, and at once gave the alarm. The settlers all took to flight; one of them being too old to travel fast was carried on her son's back. Finding her son to be exhausted, she told him to leave her in the woods. This was done; the old lady was covered with leaves and left to meditate on the realism of tomahawk and scalping knife. Then the party hurried down the West Branch valley and took refuge in the mill. When the supposed Indians arrived, they proved to be Colonial troops; their red ponpons and muskets having caused the mistake. So no one was hurt.

The county at that time abounded in game, deer, bear, panther, wolf and catamount. Deer were so plentiful that when the people needed fresh meat, instead of killing an ox, they shot a deer. One day a deer came into the

blacksmith forge in Schuylkill Haven when the wife of the owner was there alone. Wanting venison and having no gun, she seized one of the implements of the forge and killed the deer. Wolves traversed the county in great droves, and the cry of the panther could be heard on Schuylkill Mountain. The streams and creeks were full of trout. Shad came up the Schuylkill in such abundance that they were caught almost by wagon loads.

After building the mill, Mr. Driebelbies erected a Blacksmith Forge, a saw mill and an oil mill. After a time he constructed the "Mackey House," where he afterwards resided. It was built of logs, the lower part being used as a store.

Could those who frequented this old house re-appear, a varied crowd they would be. Hunters in hunting shirts and leggings, with peltries for barter; farmers with horses laden with sacks of grain for the mill; Colonial Troops in blue and scarlet, with red ponpons in their hats; and Indians in paint and feathers all frequented the place and partook of the hospitality of the proprietor. But Martin Driebelbis, though he was a hospitable man, was wise in his generation, and when Indians appeared on the scene, they were politely escorted to the barn where they were supplied with food and drink.

About this time, the first school in this part of the county was founded. Mr. Driebelbies was deeply interested in the education of the people of Schuylkill Haven, and therefore donated a piece of ground for the site of a school house. This school house was located on a part of what is now the Cemetery of the "White Church." It was a low building roughly made of logs, and situated in the heart of a magnificent forest. All around were great trees so tall that the sky could scarcely be seen through their canopy of leaves, with a dense undergrowth of beautiful laurel and shrubs. Sometimes a fox would take a sly peep through the door, or a bear seated beneath the window would listen with a puzzled expression to the reading of the Bible in German.

Only reading, writing, and arithmetic, were taught; and that was considered a very liberal education. Schooling was a luxury and could be indulged in for only two or three months a year, for a few years. Instruction was

given in German, the only language used. The children were taught to read in the Bible, particularly the "Psalter," and if an unlucky youngster failed to apply himself to the sacred text, the birch was used so strenuously that he would fain cry with Jeremiah, the Prophet:

"For these things I weep,

Mine eyes run over with water."

Many of the children came from a distance, walking for miles through the deep forest, from many a lonely cabin, and likely to be interviewed by a bear, or chased by a panther, and sometimes by Indians. In winter the snow was very deep and the forests dark, and the children as they hurried home in the twilight could hear the wolves howling as in great droves they ranged the forest.

The first settlers of this county were mostly Germans, and brought many curious usages with them from that country. One of these was the use of the Divining Rod. This was a forked stick, generally chestnut. It was held upright in both hands and then was supposed to draw the holder to the spot where the spring of water was located. Having arrived there, the rod would bend three times, thus indicating the place.

The country was then a new, and therefore a strange land to the early inhabitants, a sort of terra incognita. They were prepared for marvels, because odd things did occur. One day there came to Mr. Dreibelbis' forge a white man and an Indian. The red man had a nugget of ore which he desired to have melted. This was done, and the result was pure silver. This the Indian claimed to have found on the Goppelberg, (Fork Mountain), but where, he refused to say. This led to a violent quarrel with the white man, which ended by the Indian leaving the hut with the remark that no one would ever find the spot where he discovered the silver; and no one has to this day.

Then there were other events of a supernatural and alarming nature. The devil for some time past had been having a very hard time. He had been driven out of Europe by the short prayers and long swords of saints of the church militant. Then he came to America; but was expelled from New England by the long sermons of the Puritans; from Philadelphia by the loud prayers of the Quakers; and from New York by a judicious use of horse

shoes, and the mighty hymn of Saint Nicholas. So the devil took refuge this side of the Blue Mountains; but one day he heard that a church had been erected near Pine-dale, now known as the "Red Church." Then in a great rage he called a council of all his imps to be held in the "Devil's Den."

On the night of Hallowe'en a terrific hurricane seemed to rage around the "Den," the trees bending to the earth from blasts caused by the rush of wings as myriads of devils hurried to the council. They came from all directions; from the wild swamps on the Broad Mountain; from the dark recesses of the Devil's Hole; and the deep forests of Indian Run; and when the inhabitants of a lonely farmstead saw the dark shadows rushing along, they fastened the door and gathered around the family horse shoe.

After a long debate it was decided to instigate the Indians to destroy the church. This was done; the church was burnt. Then the devil felt very happy and took a trip to Canada to superintend the torture of some missionaries, but when he returned, he found that the "Red Church" had been rebuilt. In despair he left the country, and was seen no more for a long time. But long, long years after, a hunter wandering in the Blue Mountains saw his Satanic Majesty on a high rock, gazing sadly on the vale below.

Upon a peak of the Mountain Blue,
The hunter saw him stand;
With a storm coat cast across his arm
And a grip sack in his hand.
'Tis said he dropped a silent tear
As he looked on the vale below
And saw what a mighty change had come
From the time of long ago.

Gradually the town grew larger but its progress was very slow. In 1821 it consisted of nineteen houses, and was still a little village hidden in the forest. The Schuyl-kill, a clear, beautiful river, swept by the town. In the spring when the water was high, great rafts of logs could be seen floating along on their way to Philadelphia, the timber having been cut in the West Branch Valley. In mid river was an island covered by fine water birches and a place of great natural beauty, while on the hill opposite

were numerous apple trees said to have been planted by the Indians.

Streets through the town, there were none. A road started at "Mackey's Tavern" and came down to the present Pennsylvania Railroad arch, then turned up the hill to where the Gas Works are now located, for at that time, Spring Garden Street was a swamp. The road then continued on to the place where the Episcopal Church now stands, and then turned down towards the river, following the course of the stream to the covered bridge.

The upper part of the main street was a green meadow bordered with forest. Lower down were corn fields extending back to the "Hill." Near the covered bridge at Boyer's Eck was a race track, and here were held probably the first races in Schuylkill County. They did not appear to have been patronized by the people of the town but were conducted altogether by people from other places. These came every year in a kind of caravans with all their baggage on horses. They formed a regular encampment, living in tents and racing, drinking and gambling, for they were a wild crew and the races were regular Saturnalias.

The first house in Schuylkill Haven, as far as is known, was built by one Warner at a place called Albright's Hole. All the houses at that time were built of logs, the upper story projecting over the lower, a style adopted in the colonies during the Indian wars. Inside were rough walls and bare rafters, large fire-places for the logs that gave heat and sometimes light, while from the ceiling hung by chains, those lamps known as Schmutz Omschel. The furniture was rude and cumbersome, with here and there a piece curiously carved, brought from the old house in Germany. The household library consisted of the Bible. These books were sometimes bound in wood with pictures of Scripture characters all having the expression of souls just from purgatory.

Street lighting, of course, did not exist. People wandered around in the dark, falling over stumps and logs, and into mud holes. In those days people were clad in homespun, the spinning wheel having the place of honor in every household, and the clothing then worn, though in

style and cut it might have been trying for weak nerves to contemplate, certainly lasted a long time.

The first church in this part of the county is now known as the "White Church." A very primitive church it was, with galleries, high pulpit, narrow and very uncomfortable seats. A very curious feature of the service was the use of the Glingel Sechel, (Ringing Bag). This was a rod about fifteen feet long with a black silk bag and a bell attached to the end. This was passed around the church, the money being dropped into the bag. To the generous Christian who gave liberally, the bell sounded softly and sweetly; but it rang like a trumpet of doom in the ears of the hardened sinner, commanding him to hand out his sheckels.

As time went on the town was surveyed and laid out in streets. The logs disappeared and the houses were built of frame. The old school-house was abandoned and the children were taught in a private house. English was substituted for German and the First and Second Readers were used. Finally a small brick school-house was built on the site of the present academy.

The Schuylkill Canal was completed in 1825. It extended from Pottsville to Philadelphia; and at first its construction was very imperfect. The embankments were not secure; so that when boats started on the trip, it was very uncertain when or where they would land.

At first all the output of coal was carried by canal. It also transported freight and all kind of supplies. The arrival of a boat was regarded very much like the coming of a ship from Holland was at New Amsterdam. The first boats weighed from twenty-five to fifty tons, and were built in two sections, which were fastened with iron in the middle. They were drawn by hand all the way to Philadelphia, horses not being used at first. The first canal boat sent from Schuylkill Haven was loaded with coal and was drawn by Peter Ream, John Rudy and Samuel Byerle. Wharves were erected from which the coal brought over the Mine Hill Railroad was shipped, boat and cargo having first been weighed together.

One of the greatest events of the year in the olden time was "Battalion Day." On that occasion all the militia assembled for inspection. The different companies

came trooping into town clad in all the colors of the rainbow. The cavalry, after a toilsome march all the way from Pottsville, with copious refreshment by the way, arrived a little unsteady, but still able to keep their saddles.

From every tavern was heard the Siren voice of the fiddle, while booths were erected in the streets, having for sale eatables and drinkables of all descriptions. The land might not have flowed with milk and honey, but it did flow with pies, cakes and beer. Sausages, Limberger, "Kase Kucha," and "Lepp Kucha" were there in great profusion. Pies of all descriptions showed their smiling faces. Horse cakes pranced over mountains of molasses candy, and gingerbread men cast amorous glances at the girls. Farm maidens came flocking from all directions, trudging for miles bare-footed to save their shoes for dancing, for shoes were somewhat scarce in those days.

Then the Ball at the old Washington House! A fiddler with iron muscles was first procured; then they danced and the dancing was like the driving of Jehu, for they danced furiously, until at length, the exhausted musician would spring to his feet and declare that he would play no more. At last the festivities of the day were over and the war-worn veterans began the difficult, and, to some, impossible task of finding their way home.

The completion of the P. & R. R. R. at length connected Schuylkill Haven by rail with the outer world, and with this event, the old times ended. The era of Indians, block houses, log huts and stages was gone. The era of railroads, trolleys, factories and National Banks was about to begin. Drop the curtain on Old Schuylkill Haven for its drama is ended.

"Those times have departed,
Their story is told,
The log hut has vanished,
The oil lamp is cold.
Deeper and deeper the past's shadows fall,
Death and oblivion reign over all."

History of The Episcopal Church, Pottsville, Pa.

Read before the Historical Society, in the Church Building, February 21, 1906, by Rev. JAMES F. POWERS, D. D.,
Rector Emeritus.

To the Episcopal Church, among the many religious organizations of this "Mountain City," belongs the distinction of being the "first born."

Its history dates almost from the beginning of Pottsville itself. The latter was laid out as a village by its original proprietor John Pott, in the year 1816; the organization of the church followed eleven years later. It was the outcome of the labors in this vicinity of a young Episcopal missionary in deacon's orders, the Rev. Norman Nash. He seems to have awakened in the minds of the people a very earnest desire for the establishment of the church. We judge this by the hearty, even enthusiastic way in which they went to work to lay the foundations. This desire first took form in a call for a public meeting to be held in the log school house which then stood upon the site now occupied by its legitimate and handsome successor, the Grammar School building on North Centre Street. This meeting was held on the third of September, 1827.

The people who came together seemed to know exactly what they wanted to do and went at once to do it. The first act of this meeting was to express the opinion:—"That it is expedient to organize an Episcopal congregation for this village and its vicinity." This resolution was at once carried into effect by the election of nine vestrymen—"Who were to serve until the following Easter Monday or until a new election should take place." These first vestrymen were Abraham Pott, Francis B. Nichols, Samuel J. Potts, Joseph White, Mordecai Lewis, E. Chi-

chester, M. D., George Shoemaker, Roseby J. Hann and John Curry.

It was decided that the new corporation should be known as "St. Luke's Church, Pottsville." This was an excellent and hopeful beginning, but the meeting was not inclined to stop here. It was resolved: "That we consider it necessary and expedient that a house of public worship be erected as soon as means can be obtained for that purpose." Francis B. Nichols, Thomas Mills and Abraham Pott were appointed a building committee with instructions to open a subscription list for the new building and secure if possible from the "Proprietor," Mr. John Pott, the refusal of a suitable building lot.

That the character and purpose of this new movement might be clearly and definitely understood—for many who participated in this meeting were not members of the church—a vote was passed, that the persons elected as vestrymen, previous to acting as such and as a qualification for holding the office, should subscribe the following: "I do believe the Scriptures of the Old and New Testament to be the Word of God and to contain all things necessary to salvation. I do promise to conform to the doctrine and worship of the Protestant Episcopal Church of the United States, and to endeavor to promote its interests by all proper means while I continue a vestryman of St. Luke's Church."

The first meeting of the vestry was held at the house of Dr. Chichester on September 5th, two days after the public meeting. All the members were present except Mr. Lewis, who was ill; his death occurred a month later. The Rev. Mr. Nash presiding, the vestry organized by the election of Francis B. Nichols and John Curry respectively as Senior and Junior wardens, Mordecai Lewis as treasurer, and Samuel J. Potts as clerk. A report was received from the committee appointed at the public meeting to interview the "Proprietor" in reference to a building lot, to the effect that Mr. Pott had agreed in writing to give for the purpose "lot number four," it being the same as that on which stands the present church building.

The third meeting of the vestry was held September 27, when the building committee were directed to proceed

at once to put in the foundations and lay the walls of the church as far as they should deem it expedient to do that Fall. In accordance with these instructions the committee began work, and in forty days from the time of holding the meeting in the log school house, the corner stone of the new church edifice was laid by Rev. Norman Nash, assisted by Schuylkill lodge No. 138, of Free and Accepted Masons.

In the corner stone were placed the record of the organization of the parish as we have given it; a record of the first vestry meeting; a Bible; a Prayer Book; two copies of the Miners' Journal of date of September 22, 1827; four coins of the United States and a plot of the village of Pottsville. Twenty years later, in 1847, when this first building was demolished to make way for the present church, all these were taken from the corner stone in a good state of preservation. At the time of the laying of this corner stone, Pottsville was a village of one hundred and sixty houses and had a population of about eight hundred.

Soon after the laying of the corner stone, Rev. Mr. Nash was succeeded in the pastorate by Rev. Corry Chambers, during whose pastorate the church building was finished and consecrated. For nearly a year before the completion of the church, services were held in the basement; the first service being held there on July 12, 1829, Mr. Chambers preaching from the text, "These stones shall be a memorial to the children of Israel forever." Joshua iv : 8. The body of the church was ready for occupancy in the spring of the following year and was consecrated by Rt. Rev. H. U. Onderdonk, Assistant Bishop of Pennsylvania, May 23, 1830. It was the first permanent consecrated House of Worship in Pottsville.

The church was a Gothic stone structure, forty-five feet in length by thirty-five in width, with a tower on the East end. It had a seating capacity of five hundred. The bell now in use at the Chapel of the Resurrection hung in the tower, and is one of the few things which has remained unchanged during the more than seventy-five years since its tones first called the people of Pottsville to the worship of Almighty God. It is an honorable relic of "Ye olden days."

The first baptism recorded in the Parish Register is that of John, son of Christian and Jane Rupp, January 17, 1829.

The first confirmation service was held on the same day as the consecration of the church; the candidates being Francis B. Nichols, Edward Glentworth, M. D., and John Reany.

The first marriage is that of Isaac Beck and Margaretta Pittman, January 16, 1829.

The first burial is that of Mordecai Lewis, a vestryman of the church, aged twenty-five years.

The Rev. F. H. Cuming succeeded Mr. Chambers in charge of the parish, November 20, 1830. His stay in the church was exceedingly brief, his last official act bearing date of February 14, 1831.

Mr. Cuming was followed as rector by Rev. James DePui, a tall, dark complexioned, awkward man, forty-eight years of age, with a fine face and most gentle manners. His most marked characteristic was absent-mindedness. On several occasions, having appointed a service or arranged for a meeting of some kind he forgot all about it; and the people being gathered, had to send him word that they were waiting for him. He often received from Dr. Carpenter the loan of a horse. On one occasion having the use of one, he failed to return it. On the Doctor's inquiring what had become of it, he remembered that calling at a certain place, he had come away leaving the horse tied to the post.

Mr. DePui was an earnest, faithful pastor, but the parish at the close of his services, after an existence of nine years, found itself in anything but a satisfactory condition.

From a little hamlet in 1820, Pottsville had become in fifteen years a busy town, one of the three great centers of the anthracite coal trade, at that time a new and rapidly developing industry. From a population of eight hundred in 1827, when the corner stone was laid, it had grown in 1836 to a population—including that of its immediate vicinity—of more than ten thousand. In the fever of such a growth, with men's thoughts eagerly intent on new money-making ventures, a strong and healthy religious development was hardly to be expected. A large majority

of those who made up the congregation were uninstructed in church ways and had only slight appreciation of church principles. Of the first vestry elected, only one was a communicant; of those who composed the vestry in 1836, only one had been confirmed.

To be involved in debt is a curse to a man or an organization, and the parish was deeply in debt; obligations amounting to between four and five thousand dollars hung over it like a storm cloud darkening its prospects of the future. The people, though willing to enjoy its privileges and ministrations, were not so willing to pay for them. The pressure of this indebtedness became very heavy in 1835; those who held bills for labor and materials, and those who had advanced money were urgent in their demands for payment. To meet these demands, mortgages were given on the church property to the amount of some thirty-five hundred dollars. But this was only deferring the day of final settlement, which the vestry were unable to meet when it came round. The battle was against them and they yielded gracefully to necessity. The following resolution tells its own story: "On motion, Resolved, That Edward Owen Parry be requested to appear in behalf of the Corporation, in a suit commenced by Joseph White against the Corporation, and confess judgment in favor of the Plaintiff for the amount due on the mortgage on which the suit is founded."

It had become plainly evident to its most loyal members, that the Corporation of St. Luke's Church could not weather the storm that was upon it. A meeting was called on May 10, 1836, at which it was decided to re-organize under the title of "Trinity Church, Pottsville." A vestry of nine was elected, all of whom were members of the vestry of St. Luke's. Thus the two corporations were practically merged into one. At the first meeting of the vestry of Trinity Church, which was held on the same day it was elected, Rev. Raymond A. Henderson was chosen rector. He being present at the meeting, immediately accepted the position and entered upon its duties. A circular letter was adopted appealing to the church at large for help. At the Diocesan Convention of the same

year the re-organized parish was admitted into union. The year following it received its charter.

A new interest and life had been awakened in the parish and everything seemed favorable. A committee empowered to purchase from their holders the several mortgages upon the property of St. Luke's Church, were able to report in a short time, that all claims upon that property had been paid outright or transferred to parties who were willing to wait the convenience of the parish. The affairs of the parish had assumed so bright a hue that it was seriously proposed to erect a new church building; and at a vestry meeting held October 10, 1836, it was decided to open a subscription list for that purpose. The vestry recognizing that this better condition of things was largely due to the rector, voted him a testimonial of not less than one hundred and twenty-five dollars. The salary of the rector at this time was five hundred dollars.

Mr. Henderson resigned October 7, 1837, and was succeeded by Rev. Alfred A. Miller, who entered upon his duties January 7, 1838. Mr. Miller was much respected and beloved; his retirement from the parish in June, 1842, was greatly regretted by the congregation. During this rectorate several lots adjoining the church property were secured through a generous gift from Mr. John White, and opened for burial purposes in the Spring of 1842.

In August following Mr. Miller's resignation, the vestry elected Rev. Jacob B. Morss, then in deacon's orders. He was ordained to the priesthood in Trinity Church, November 23, 1842, by Bishop Onderdonk. The stay of Mr. Morss in the parish, like that of all his predecessors, was of short duration, a little more than two years. Short as it was, however, a good deal was accomplished. The indebtedness of the church which had weighed heavily upon it for many years was paid off—sixteen hundred dollars being raised for that purpose in one week—and for the first time in its history the church was free from debt. This infused new life and courage into the hearts of the people.

During the pastorate of Rev. Mr. Miller the church was found too small to accommodate its congregations and five new pews were added to those in the gallery. It

was still too small, and its seating capacity was increased by dispensing with the vestibule and building a wooden porch fifteen feet wide across the end of the church outside the walls. This change made room for twelve new pews. This being done, the church was still too small, and it was proposed by the rector to make an effort to raise money for the building of a new church. With this end in view Rev. William C. Cooley was elected as Assistant Minister.

In May, 1845, Mr. Morss terminated his relations with the parish and the Assistant, Rev. Mr. Cooley, became the rector entering full of enthusiasm on the work of building a new church. A plan prepared by Mr. Le-Brun, a prominent architect of Philadelphia, was adopted by the vestry with the understanding that work was to begin on the building as soon as sufficient funds were secured to warrant it. The cost of the building was placed at ten thousand dollars. One half of this amount it was proposed to raise in Philadelphia and elsewhere. This hope was realized to the extent of more than twenty five hundred dollars.

So successful were the rector and members of the vestry in securing subscriptions, that in the Spring of 1847, it was determined "to proceed at once to the erection of the new church edifice," and a contract was at once made for the mason work. Services were held for the last time in the old church on Sunday, May 30, 1847, and on the following Monday workmen began to dismantle its ivy covered walls. For nearly twenty years it had been the center of many hopes and much labor and, although it was to give place to a larger and more imposing structure, its destruction was watched by many of the congregation with tearful eyes and painful regrets.

A month later the corner stone was laid by Bishop Alonzo Potter, on the afternoon of July 11, 1847. The following is an extract from the Miners' Journal of July 17. "The solemn and interesting ceremony of laying the corner stone of the new Protestant Episcopal Church, now in course of construction in this borough, took place according to appointment, on Sunday afternoon last, in the presence of a large concourse of citizens. The Rt.

Rev. Alonzo Potter, Bishop of the Diocese, performed the deeply impressive ceremony accompanied by an address of unusual eloquence and pathos. The new church is to be built of the purest Gothic style, of stone obtained in the immediate vicinity, and of sufficient dimensions to afford seats for one thousand persons. It is proposed to have pews interspersed throughout the church free to all who may wish such accommodations, thereby opening the sanctuary freely to the transient visitor, the wayfaring man, the employer and the laborer, the rich and the poor, giving to each and all the same welcome and the same privilege within its hallowed walls."

The church was occupied for the first time on December 12, when a lecture in behalf of the building fund was delivered by Bishop Doan, of New Jersey. The scaffolding was still standing in the interior of the building, and for some time services were held in the building while as yet muslin served for windows. While waiting for the new church, the congregation held services in the Court House, the main room of which was large, spacious and well lighted; much superior except in appointments, to any room to be found in the more pretentious building which has since crowded the old Court House off the hill.

When the building of the new church was entered upon, the parish was for the first time in its history free from debt. For twenty years it had been rudely tossed and beaten about by the waves of the sea of financial difficulties. At last it had made port, had found peace and safety. With this new undertaking, the parish again put to sea upon the same troubled waters from which it had just escaped shipwreck. To be sure the start was full of promise; indeed there was too much of promise—promises which never materialized into hard cash. The church was finished; the bills were presented, but the treasury was empty. Money was borrowed and bonds issued to the amount of some seven thousand dollars, the income from Mount Laurel being pledged for their payment. Matters were made worse by the fact that a strong opposition had developed in the congregation against the rector, which compelled his resignation. It was a plain case of freezing out, and reflects little credit on those who participated in it.

On the retirement of Mr. Cooley, Rev. Daniel Washburn was called to fill his place, preaching his first sermon on Thanksgiving Day, 1852. Mr. Washburn's coming united and stimulated the parish. Action was at once taken to finish and furnish the basement of the church which had been left unfinished. This was done at a cost of one thousand dollars, which was immediately raised.

To stimulate the people to pay off their bonded indebtedness, Mr. Andrew Russel offered to pay twenty-five hundred dollars of it if the balance of it was raised in thirty days. Much to the surprise of every one, this was done in seven days. The parish was once more free from debt and every one rejoicing. In less than three months more than seven thousand dollars had been raised and paid, in addition to the running expenses.

The rectorate of Mr. Washburn, which extended over a period of more than ten years (Nov. 25, 1852, to Feb. 1863), was in every way most successful. Missions were established at Fishbach, Mechanicsville and Mt. Carbon. At Fishbach a brick chapel—St. John's—was built by the church (1861), and at Mt. Carbon a neat wooden chapel was built by Miss Walker on her own land, and later given to the church. At Mechanicsville, the mission occupied the old school house.

Mr. Washburn was followed by Rev. William P. Lewis (April 14, 1863). A year later the parish suffered a great loss in the death of Mr. Andrew Russell, which occurred suddenly, while he was in attendance at the Diocesan Convention in Bellefonte. His heart was in the church. At the end of his first year Mr. Lewis asked and was granted an Assistant. During his second year, although the church had been built only fourteen years, action was taken looking to its entire remodelling. The side walls were to be cut down eight or ten feet, and a clere-story resting on arches and pillars, was to supplant the original open-timbered roof. The chancel was also to be deepened ten feet. To meet the expense, bonds were issued to the amount of five thousand dollars.

The result of these changes when accomplished was a most decided improvement in the appearance of the church. It gave to the interior of the building a stateli-

ness, and "cathedral air," which in churchly effectiveness and beauty puts Trinity Church in the front ranks.

In 1874, Mr. Charles Baber, a vestryman, placed in the tower of the church a chime of nine bells, as a gift. In the same year the ladies of the Circle of Industry undertook the work of remodelling the basement Sunday school room which had never been satisfactory, the ceiling being low, and the windows high from the floor and small. This change, with the building of the present vestry room, cost the ladies four thousand, three hundred and ten dollars, which was promptly paid.

The rectorate of Dr. Lewis was eminently successful from every point of view. The stamp of his influence on the parish is indelible. To him in the largest degree is due the character and tone it bears as a churchly and conservative parish. After twelve years of service he left the parish, respected and beloved by all.

His place was filled by the election of Rev. Charles G. Gilliat, Ph. D. He entered upon his duties October 1, 1875, and resigned them June 30, 1884; a long term of service, the closing years of which were anything but pleasant both to the rector and the people. The pastorate of Dr. Gilliat was marked by the death of Benjamin Bannan, Esq., founder and editor of the *Miners' Journal*, for forty years an active member of the church, and a vestryman for twenty-six years; and later by the death of Judge Edward Owen Parry, whose prominence and influence in the affairs of the parish were recognized by all. From the re-organization of the parish, for thirty-three years he was Clerk of the Vestry; and for forty years he served as Rector's Warden. He died in 1881.

The Rev. James F. Powers was unanimously called from the Church of the Advent, Philadelphia, to take charge of the parish, and entered upon the rectorship the first Sunday in February, 1885, with Rev. Benj. W. Atwell and Rev. J. P. Hawkes, as assistants.

Hardly had Mr. Powers entered upon his work, when a dark shadow was cast upon the parish by the death of Mr. Charles Baber, one of its most efficient members, and at the time of his death, Church Warden. Mr. Baber was elected to the vestry in 1864; and as Warden in 1875. He was for twenty-one years a faithful, conscientious officer

of the church; an earnest worker and a generous giver in all that pertained to its interests. The beautiful cemetery which bears his name was left by his will in trust to the church, for the benefit of the people of Pottsville.

One of the first things to which the vestry gave its attention was the procuring of a rectory. For years a rented house had served for this purpose. In many ways this was unsatisfactory and was also expensive. The new rector expressing himself very earnestly against this practice, the vestry took his view of the matter and appointed a committee with Mr. Michael Bright as chairman, to see what could be done. A subscription was started, and a very desirable property on the corner of Mahantongo and Ninth Streets, with a large brick house of sixteen rooms, was purchased (1885) at a cost of nine thousand five hundred dollars. The ladies of the Circle of Industry assumed the responsibility of putting the house in good repair, which they did thoroughly, at an expense of one thousand six hundred and twenty-five dollars. Of this amount the ladies paid one thousand three hundred and twenty-five dollars, and the rector the balance. This brought the first cost of the rectory in perfect order, up to eleven thousand one hundred and twenty-five dollars, of which six thousand eight hundred and sixty dollars was paid. An old mortgage of four thousand dollars on the property was suffered to stand.

On coming to the parish the new rector found at hand three efficient working organization: The Circle of Industry; The Laymen's Association; and The Dorcas Society. To these he added in a short time, The Woman's Auxiliary with the Junior Auxiliary for children, the object of which was to stimulate a missionary spirit in the parish and raise money for missions; The Chancel Guild, to care for the vestments, the altar linens and other things connected with the chancel; The Sunday School Association; The Publication of the Trinity Church Monthly; and the Free Reading and Recreation Rooms for Men and Boys.

The chapel at Mt. Carbon, for a long time closed, was opened for Sunday afternoon services, and a Sunday School was organized. These were continued for several

years, until it was evident that the good resulting did not warrant the labor. Sunday afternoon services were begun also at the Chapel of the Resurrection, where services had never before been held. These services, omitted only at short intervals, have been continued to the present. A Sunday School was also started at this chapel, which is still doing good work.

Seeking and gaining permission from the authorities, the rector went to the County Prison and preached to the inmates on alternate Sunday afternoons with great regularity for nearly eight years. These services were discontinued with regret, only because the labor was too great.

For many years vestry meetings had been held with great irregularity, and frequently at long intervals. A set of By-Laws was adopted, Standing Committees were appointed, and regular stated meeting of the vestry became the rule and the practice of the parish.

In the summer of 1887, the congregation entered with a great deal of enthusiasm on the work of making some improvements in the interior of the church and frescoing the walls, which were of a dirty grey tone produced by mixing coal dust with the mortar. The prosecution of this work was given into the hands of the rector with the understanding that the vestry was to incur no financial responsibility or obligation in connection with it.

Heretofore the main entrance to the body of the church was by a very steep flight of twelve steps leading up to a narrow platform from which by three doors entrance was given to the church. This arrangement was unsightly, inconvenient and dangerous. It was entirely done away, and in its place was substituted a broad, easy stairway leading by a doorway of its own width into a vestibule built, by removing pews, under the choir gallery, and separated from the body of the church by an ornamental glass partition. From this vestibule a door entered upon each aisle.

The plaster in the roof and aisles of the church was replaced by a ceiling of hard pine. All the stucco mouldings and cornices, as did also a heavy stucco chancel arch, gave place to wood. Designs for the frescoing were fur-

nished by J. and R. Lamb, of New York, and the work was done by them.

While this work was in progress, Mr. Fred. G. Yuengling offered the rector to make a gift to the church of an organ as large as could be placed at the chancel end of the church. The church was already provided with a large organ of good quality, but the rector was pleased with the prospect of a chancel organ, as it made possible what some day would be required, a vested choir. Mr. Yuengling's offer was communicated to the vestry by the rector, and accepted on condition that the rector assume the responsibility of building an organ chamber. This the rector did, and an organ chamber and an ambulatory connecting it with the vestry room were at once built at a cost of a little less than a thousand dollars, which he had no difficulty in raising. The new organ was in place, formally presented to the church, and consecrated to the service of God in June, 1888.

The work of renovation was begun in July and the church was ready for occupancy in November. The cost of these improvements was in round numbers six thousand six hundred and fifty dollars, exclusive of the organ. Of this amount the old reliable Circle of Industry contributed nearly three thousand two hundred dollars, and the Sunday School the generous sum of five hundred dollars. The bills were all paid as they became due.

In connection with these improvements, quite a number of handsome memorials were placed in the church. Two elaborate brass standard lights of nineteen burners each were placed in the chancel, two brass bracket lights of seven burners each were set above the reading desks, a brass hanging pulpit lamp and five stained glass windows were also given. Later there were added to these memorials, an oak reredos and altar, a brass pulpit, a brass front ewer and stand, a brass standard altar rail, and two more memorial windows, and still later, a large handsome alms bason and four alms plates, all of sterling silver. The cost value of these gifts amounted to several thousand dollars.

At the advent of the new organ a vested choir was introduced into the evening service, vested and supported

by individual contributions received through a new organization known as The Choir Guild. By a combination of circumstances over which the rector had no control, the vested choir, much against the wishes of some of the congregation, was introduced into the morning service in December, 1890. In fifteen years it has become a permanent fixture.

During a series of years various sums had been contributed for frescoing the chancel. This money amounting to five hundred dollars had passed into the treasury of the church and had been spent. When therefore it was required to pay for the frescoing, it was not on hand. To refund this money, and also to meet bills for repointing the masonry of the church and putting in a new heating plant, two bonds amounting to one thousand eight hundred dollars, were issued. These bonds together with the mortgage of four thousand dollars on the rectory, amounted to five thousand eight hundred dollars. The holder of the mortgage giving notice that the interest was to be increased, at the suggestion of the treasurer, Mr. Russell, a trust mortgage on the rectory for six thousand dollars was executed, and bonds to this amount, of twenty-five dollars each at five per cent. were issued and sold to the people of the congregation (July 1892).

With the enthusiastic co-operation of the ladies of the parish, the rector entered at once on the work of wiping out these bonds. So heartily and generously did the people respond to his efforts, that in three years, at Easter, 1895, the last of these bonds was cancelled.

From the time of his coming into the parish Dr. Powers had set his heart on building a new chapel at Mechanicsville. Year by year small amounts were collected until enough was in the treasury for the purchase of a desirable lot. These collections went on until enough was on hand to warrant the putting in of the foundations of a building to cost two thousand five hundred dollars. The corner stone was laid October 11, 1896, and early in the summer of the following year a handsome stone chapel was consecrated by Bishop Rulison.

The last work accomplished by Dr. Powers before retiring from the rectorship was the tiling of the chancel

and choir, in which he had the hearty and helpful co-operation of the Chancel Guild. Whatever may have been in the earlier, in the later history of Trinity Parish, the women of the parish were the power behind the throne.

In January 1900, Dr. Powers was prostrated by a sudden and severe attack of rheumatism, which confined him to his bed for more than three months and rendered him a confirmed cripple. For more than a year the burden of the parish rested upon his assistant, Rev. J. B. May. In the Spring of 1902, realizing that he was no longer able to continue his duties as rector, he placed his resignation at the disposal of the vestry. This was accepted with the understanding that after the installation of a new rector, Dr. Powers was to remain with the parish as Rector Emeritus, with the duty of supplying the pulpit.

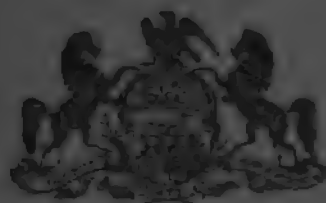
This arrangement went into effect on the first of February, 1903; when Dr. Powers on his eighteenth anniversary as rector, became Rector Emeritus, and Rev. Howard W. Diller assumed the office of rector, he having taken charge of the parish in July with this end in view.

During Dr. Powers' administration of eighteen years, some two hundred and twenty thousand dollars were raised and expended; six hundred and ninety-nine children and fifty-nine adults baptized; and seven hundred and six persons confirmed. Of the vestry which called him to the parish, only two were alive at the time of his resignation, and only one was still a member of the vestry.

For several years Dr. Powers had been urging and working for the erection of a Parish House on the ground in the rear of the church, and some little money had been secured for this purpose. Mr. Diller on taking charge of the parish entered heartily into the plan of the former rector, with the result that a handsome Parish House, which will cost not less than sixteen thousand dollars, is now under roof, with every prospect of being speedily finished.

Here for the present ends the history of the Episcopal Church in Pottsville. Its future lies hidden with God behind the veil of what may or is to be.

PUBLICATIONS
OF THE
HISTORICAL SOCIETY
OF
SCHUYLKILL COUNTY.



Pioneer Lutheran Ministers of Schuylkill County, Pa.

Schuylkill County in the Mexican War, 1846-48.

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in America.

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Pioneer Lutheran Ministers of Schuylkill County.

Read before the Historical Society by D. G. LUBOLD,
November 30, 1905.

The story of the labors of the first ministers who came into the wilds of Schuylkill County, had it been preserved in diary and journal, would form a valuable chapter in the early history of the county, a period of which so little is known. Especially valuable would be the records of their pastoral work relating to baptisms, marriages and burials. The purpose of this paper is to make a beginning of collecting such fragments of the biographies and records of these men as are still to be had from various sources. Special acknowledgment is made to the researches of Rev. John B. Early of Reading, Pa.

In a sense the story of their labors is that of pioneer missionaries generally,—self-sacrifice, poverty, and all manner of hardships endured by them; and courage, cheer and consolation brought to the lonely settlers. And yet it seems to me, their lot was harder than that of almost any others. The settlements here were cut off from the nearest ones below the mountains by miles of the wildest forests, which had to be crossed by rude trails or equally rough roads, and for many years the cabins of the settlers were far apart and separated by almost pathless forests. The minister's pay was little more than food and shelter for himself and horse, when he had one; his place of preaching was the log-cabin of a settler, until a small church, which also was of logs, could be erected.

The majority of the early German immigrants into this region were Lutherans, and so naturally the first minis-

ters were of that faith. But there were not enough ordained preachers in the Colony of Pennsylvania, to minister to all the people, scattered, as they were, over a wide territory. As a result, the offices of the preacher were sometimes performed here, as elsewhere, by young students of theology, by self-appointed ministers, or by some who, if ordained, were not connected with any synod. This accounts in part for the scant information that is to be had of these ministers. In some instances the school-masters, some of whom were devout men, others not even moral, preached the gospel, and performed the rites of baptism and burial. In the old settlement of which New Ringgold may be taken as the center, the school-master frequently performed the offices of the preacher during a period of thirty-five years or more.

On the other hand, among these pioneer pastors were men learned in the classics, familiar with the principal modern languages, and deeply versed in the truths of the Bible and in the doctrines of their church. But their labors being carried on in German, a tongue different from that which became the prevailing one of our land, they have never been rightly understood, and have not received their just honors.

REV. JOHN CASPER STOEVER.

The earliest references to pastoral work in the county, that I have found, are in the diary of Rev. John Casper Stoever. He records the baptism, Aug. 20, 1749, of Eva Margaretha, daughter of George Riedt, "Summer Mountain." In the same family he baptized, Nov. 10, 1751, a daughter, Christina Barbara, and on Sept. 22, 1754, a son, John Jacob. On July 1, 1753, he baptized John Michael, son of Jacob Frederick Kuemmerlin, "across the Blue Mountains."

It is quite probable that George Riedt was the ancestor of the Reed families of Wayne Township, and lived on the Summer Mountain a little north of Summit Station. On April 5, 1786, a Jacob Kemmerling obtained a warrant for a tract of land containing two hundred acres. This tract, I am informed, is in the Panther Valley, and is now the property of Josiah Fessler. If this was the Jacob Kuemmerlin of pastor Stoever's records, and if he lived on that

farm in 1753, the record shows that settlers had ventured at that early day far beyond the Blue Mountains.

As Rev. Stoever made probably only a few visits into this region, while ministering to his churches near Strausstown and Rehrersburg, I shall give no more of his biography than to say that he was well educated in the classical languages, as well as in German and French; and was a man of marvelous energy, a typical hardy pioneer, and faithful, practical missionary for fifty years. He was born at Luedorf in the Palatinate, came to America in 1728, and labored among the German settlers throughout the Lebanon Valley. In 1760 he built a house a few miles west of Lebanon, and here he spent the remainder of his life, preaching to some four or five congregations. He died in the year 1779, and about fifteen years ago a neat monument paid for by subscription among Lutherans was erected over his grave. His baptismal and marriage records, which have been preserved, and published in English, are among the most valuable genealogical records extant of the early German settlers of our State.

REV. DANIEL SCHUMACHER.

The minister whose labors within the county led to the building of the first church was Rev. Daniel Schumacher. He came to Trinity Church at Reading in 1754 from Nova Scotia, where he had served a small congregation three years. He states that in coming to Pennsylvania he came across New Holland (New York). From Rev. Muhlenburg's report to the Synod, it appears that Pastor Schumacher was regarded as only a student in theology, and because he was not received as an ordained minister, was probably the reason why he never united with the Synod.

He remained at Reading a year and a half, serving at the same time Alsace, Schwartzwald, and St. Paul's (near Hamburg) in Windsor township. The next year, having given up Reading, he settled in Allemangle, the district included in the present Albany township, Berks county, and Lynn township, Lehigh county, and possibly also southeastern Schuylkill county. He traveled over a wide territory and established a number of congregations. Besides those already mentioned, he names one in Bern

township west of Schuylkill. This was probably Bellman's or St. Michael's.

At this time he made his first visits into Schuylkill county. An old book containing the records of more than twelve hundred baptisms, many confirmations, and other pastoral acts of his between 1754 and 1774, when it closes, has been preserved. A copy of this book has been made, and from it we learn that Rev. Schumacher baptized, April 10, 1755, twin children of Jacob Ledy, or Lidy, and a daughter, (Anna Maria), of Michael Deubert; on April 17, a daughter of Nicholas Long. He records one baptism on May 11, two on June 9, and two on Sept. 28 of the same year. He locates these simply "across the Blue Mountains." For the following year he notes baptisms on three different days; and on June 10 of this same year (1756), he confirmed Anna Maria Rosin, or Rostin. For the following year he records four baptisms on as many different days. There is no further reference to pastoral acts "across the Blue Mountains" until 1766, when he confirmed John Heim, George Heim, Casper Brach, Jacob Heim, Anna Maria Arbichen [Orwig], Peter Arbich, Catharine Arbich, Maria Heimen and Barbara Heimen. He makes no reference to any church, or to any other ministrations here until Sunday, December 2, 1770, when he records the baptism of several children at the dedication of "the new Zion's Church."

In 1756 Rev. Schumacher added three more congregations to his list—"Maxetanien," [Kutztown], "Oleyer Berge" [Hill Church, in the southern part of Berks county], and "Nordkill" [Bernville]. One entry for this year indicates that he may have visited the people living along the Summer Mountain in the southern end of the county. He confirmed, "An der Nordkill-Sommer-berg," Simon Kern, Conrad Kilmer, and Catharine Gaucker, "daughter of the deacon whose wife was killed by the Indians." However, this may refer to a low ridge south of the Blue Mountains, which is also sometimes called the Summer Mountain. On June 23 and Aug. 14 of this year (1757) he preached to the soldiers in Fort Northkill. This fort was located at the foot of the Blue Mountain on the south side, across from Summit Station.

By 1758 Rev. Schumacher gave up a number of his congregations, but added Weissenberg and "Stadt Easton." This same year he married and moved near Weissenberg. He mentions new congregations that he organized in Lynn township and other places. The congregations he served during the later years of his ministry are not named. It appears that at one period of his ministry this active pastor preached at about fifteen churches. He was assisted at times by young men who studied for the ministry under him. One of these candidates for the ministry by the name of Young asked permission of Synod in 1769 to collect money for a church that he was building in the Blue Mountains. It is not improbable that this referred to the Red Church. The statement has been made that Rev. Schumacher preached at the Red Church until 1782. If this is correct, he preached only at long intervals. He records that the officers of the congregation invited him to dedicate the new church, which would indicate that he was not the actual pastor at the time.

Rev. Schumacher's wife was Elizabeth Steigerwald. Their home was situated on Schweitzer creek in the northern part of Weissenberg township, Lehigh county. The farm was owned some years ago by Jonas Rex. Nothing could be learned of the death of either one, but they were buried at the Weissenberg church.

They had six children: John George, Anna Catharina, Anna Eva, Anna Maria, John Henry, and Daniel. One of the daughters was the wife of Conrad Opp, and another, the wife of Jacob Holben. George moved to Schuylkill county. Henry was a weaver by trade, and lived in western Lehigh county.

Such is the story of a pioneer missionary, who in ability and character was probably the foremost of the independent ministers of that day.

REV. PETER MISCHLER.

One of the first itinerant preachers who visited the early settlers of the county and preached in private houses where there was no church in a neighborhood, was Rev. Peter Mischler. He was a native of Gersweiler in Nassau, Saarbruk, and came to America about the year 1762. He

was a tailor by trade, but was induced by a Rev. Schertel to follow preaching. He stated to the Ministerium in 1769 that he was ordained by Rev. Daniel Schumacher in the Blue Mountains. He also stated that he had preached in various churches in northern Berks county, and at different times "with Nicholas Langen in the Blue Mountains." He was a married man, and while he had friends among the people whom he served, and was acceptable to them, it appears that he was connected with disturbances in several churches and was not in good favor with the regular ministers. There is no record of his being received into the Synod.

REV. — YOUNG.

This may be a proper place to present some facts relating to the work of a young minister, which seems to refer to Schuylkill county.

When the Lutheran Ministerium met in Philadelphia in the year 1769, a student by the name of Young presented himself for examination for the ministry. He came from Whitehall township, Northampton county. This little congregation, which he had served until that time, gave him good testimonials, and petitioned to have him remain with them. A letter from Weissenberg was read in which permission was requested for Mr. Young to accept one more small congregation in addition to the four which he already had. Permission was also asked to take up a collection for one of his congregations for the new church which it was building. But in the condition of the various congregations, it was considered not advisable to undertake the collection. Now, it is known that permission was asked this same year of the governor of the province to solicit aid for building Zion's, or the Red Church. As Weissenberg was the home of Rev. Schumacher, it seems plausible that Mr. Young was one of his students and assistants, and that he preached at this time at the Red Church. I can learn of no other new church being built about that time in all that region.

REV. FREDERICH JACOB MILLER.

The successor of Rev. Schumacher at the Red Church, according to one statement, was Frederick Jacob Miller.

He may have merely supplied the congregation for a year or two with occasional services in lieu of a regular pastor. He was a self-taught, and it may be, a self-appointed preacher. If he was ordained, it was by the hands of Rev. Schumacher, for in his earlier years he performed the offices of a minister under authority of the latter.

From about the year 1769 to 1826, or a period of fifty-seven years, he lived near St. Paul's church, not far from Hamburg, and for a number of years was the regular pastor of that church. It is only reasonable to suppose that he, being so near, should officiate at times north of the mountain when the church there was without a regular pastor.

REV. DANIEL LEHMAN.

As in the case of so many of the pioneer ministers, but little is known of the early life of Rev. Lehman, one of the first preachers at the Red Church. He came from Germany about the year 1773, and, being unable to pay his passage, he would likely have been sold as a Redemptioner, had not Rev. Kunze, of Philadelphia, paid the amount and thus set him free. Being fairly well educated in the rudimentary branches, he was employed by Rev. Kunze as a teacher in his seminary, and at the same time was instructed by him in theology. Afterward he was employed by Rev. Van Buskirk as a tutor in his family. While thus employed he preached occasionally, and with such satisfaction that he was licensed in 1775, and ordained in 1778. He became pastor of Trinity Church, Reading, where he remained two years. He then removed to Moselem and remained there until 1797. It was during that period, if not somewhat earlier, that he preached in this county. The period of his pastorate at Zion's church is given as being from 1789 to 1791. He mentions ten churches that he served during one year,—Missillin, Rockland, Kutztown, Windsor, Hamburg, Bern, Braunschweig, Greenwich, and two in Albany. As these are the same churches which Rev. Schumacher served, I suppose the one in Brunswick refers to Zion's, or the Red Church. In 1797 Rev. Lehman was recalled to Reading, and remained three years. He again returned to Moselem, where he resided until his death, October 1, 1810. He was buried in

front of the pulpit in the Moselem church. He was known for great plainness, almost bluntness in preaching, and for a strong voice, which he exercised freely.

REV. JOHN FREDERICK OBNHAUSEN.

Another of the early pastors at the Red Church was Rev. John Frederick Obenhausen, a native of Holland. He was a middle-aged man when he came to America, and well educated. He was licensed in 1794, at Reading, and ordained in 1804, at Easton. In 1795, in addition to other churches, he preached at Weissenberg and Albany. It was about this time that he preached at the Red Church. Probably 1797, when Rev. Lehman removed from Moselem, marks the beginning of his preaching north of the Blue Mountains. He lived in Greenwich township until 1801, when he removed to Weissenberg. After 1804 his name does not appear on the roll of ministers.

REV. DANIEL GEORGE SCHAEFFER.

At the meeting of the Ministerium of Pennsylvania in 1802 a Daniel George Schaeffer asked to be received as a licentiate in the ministry. He said he was not educated in the classics, but that he could speak in Spanish, Portuguese, etc., with the inhabitants of the harbors that he visited in his travels. He passed a creditable examination and received a license. At the same time a petition was presented from Zion's church in Brunswick township that Mr. Schaeffer be sent to them. He was their pastor for a year, when a protest was sent by the congregation against his return. It is said that he went from here to Penn township, Northumberland county. He was one of the educated adventurers who not infrequently came into the back settlements in those days.

Before leaving the eastern end of the county reference will be made to another minister by the name of Schaeffer.

REV. DANIEL E. SCHAEFFER.

In the history of Freiden's church Rev. H. A. Weller states that the first minister to come into the old settlement about McKeansburg and New Ringgold was Rev. Daniel E. Schaeffer, in 1794. Nothing could be learned of his

early life, nor is it certain that he was an ordained minister, and yet he served Frieden's church faithfully until 1826, and from the year 1807 he also preached at Zion's, in West Penn township, and continued to preach at the latter place until 1835, I could learn nothing of the time or place of his death.

REV. WILLIAM KURTZ.

So far as is known the first minister to visit the southwestern part of the county was the Rev. William Kurtz. He also was a native of Germany, his birthplace being near Frankfort on the Main. Left an orphan early in life, he was educated at Halle, spending fifteen years in the Orphan Home there. He came to America in the year 1754, at the solicitation of his brother, Rev. John Nicholas Kurtz. For a year or more he taught school at York, Pa., and supplied the Lutheran congregation there with preaching. He was then employed by Rev. Henry M. Muhlenberg as his amanuensis and assistant and in 1757 was assigned to Tohichon. In 1761 he was ordained at Lancaster, and became the assistant to his brother at Tulpehocken. A few years later he accepted a call to New Holland, and in 1779 moved to Lebanon. He had supplied Salem church at that place for about four years.

It was at this time that he visited the settlements north of the Blue Mountains, in Pine Grove township, and gathering a small congregation, built, in 1780, Jacob's church. Here he preached at intervals of perhaps a month or two for eighteen years. Unfortunately no records of his pastoral work at this church have thus far been found. He also organized the Hetzel's congregation, and built the first church, which was dedicated in 1797.

To illustrate the amount of work done by some of these early pastors, Rev. Kurtz's record for one year may be cited. In 1785 he reported to the Ministerium upwards of seven hundred communicant members, of whom only one hundred and twenty belonged to the Lebanon church. The remainder were scattered among the many smaller congregations which he served.

Rev. Kurtz had received a splendid education, especially in the classical languages, as may be inferred from the

examination at the time he was ordained. He was directed to turn to the third chapter of First Corinthians and render it in Latin. This he did without hesitation. He was then requested to read two Psalms in Hebrew. He did this with ease, rendering them fluently in Latin. The Swedish Provost then examined him on some doctrinal points, also in Latin. All these he answered satisfactorily in the same language. The Swedish pastor said he did not expect to find this in an American wilderness. It was agreed that Mr. Kurtz should be ordained.

REV. CHRISTOPHER EMANUEL SCHULTZE.

I could not learn what ministers, if any, continued to visit the people living along the Summer Mountain, after Rev. Stoever ceased his itinerant journeys through that region. But about 1780, or perhaps a little earlier, one of the ablest ministers of the Lutheran church came there at intervals. This was Rev. Emanuel Schultze, who became the pastor at Tulpehocken in 1771, and continued to serve in that capacity for thirty-eight years. In his charge were included the churches at Rehrersburg and Strausstown. While ministering to these latter congregations he visited the people north of the Blue Mountain. He established the Summer Mountain church, dedicating the first building in 1786; and the following year (1797) he dedicated the Friedensburg church.

Rev. Schultze was born at Probtzell, Germany, and was educated at Halle. He came to America in 1765, and spent the first five years in Philadelphia. It was during his pastorate there that Zion's church (Philada.) was built. The remainder of his life was devoted to labors in Berks county. His wife was Eva Elizabeth Muhlenburg, a daughter of Rev. Dr. Henry Muhlenburg. Rev. Schultze died in the year 1809.

REV. JOHN ANDREW SCHULTZE.

It is known by perhaps only a few of the present generation that one of the regular pastors for a number of years of several churches in this county, became later one of the most eminent governors of the state. From July, 1799, to July 1802, Jacob's, Hetzel's and the Friedensburg

church were served by Rev. John Andrew Schultze. He lived at Womelsdorf and preached at a number of churches in northern Berks county. In addition to those churches he supplied the three congregations in this county. Hetzel's and Friedensburg had been organized but a few years and were small in membership, the former having but thirty names on its rolls.

John Andrew Schultze was born July 19, 1775, at the Tulpehocken parsonage. His father was the Rev. Samuel Schultze, one of the ablest Lutheran ministers of that day, and his mother was a daughter of Rev. Henry M. Muhlenburg. He was educated first at York, then continued his studies under his uncle, Rev. Henry E. Muhlenburg at Lancaster and with another uncle, Rev. — Kunze, of New York. He was licensed at York in 1796 to be the assistant of his father, and ordained in 1800. After some five or six years in the active ministry he retired because of a rheumatic affection, and entered the mercantile business at Myerstown. He soon became interested in politics, was elected to the Legislature in 1806, and served several terms. He was appointed clerk of the court, later again elected a representative, and in 1822 state senator for Dauphin and Lebanon counties. Within a year he was nominated for governor, and elected. In 1826 he was renominated, and elected by almost a unanimous vote, receiving seventy-two thousand votes against one thousand for his opponent. It was in his message in 1827 that he urged so strongly that legislation should be enacted to secure the benefits of education to all. This was the first definite step in the movement which led to the free school system of our state. After the close of his second term as governor he retired to a farm. In 1846 he moved to Lancaster, where he died a poor man, Nov. 18, 1852.

REV. JOHN KNOSKE.

Rev. John Knoske was born June 24, 1779, in Herrenstadt, Hertzogthum Schleisen, two miles from Breslau. His parents were John Henry Knoske and wife Rosina. When he was one year old, his father, who was in the service of the king of Prussia, was called to Berlin. Here the son in due time attended the Royal Real Schule and received a

classical education. He was confirmed by the Rev. Julius Hecker, in the Church of the Holy Trinity, and received as a member of the Evangelical Lutheran church. When still quite young he went to Denmark, where he was instructed at Odensen and Copenhagen in the Danish Language, and after he had acquired it so that it became a second mother tongue, he was sent, under the care of Christian VII., the pious king of Denmark, as a missionary to St. Crentz (St. Croix). After a voyage full of danger he arrived at Christianstadt in 1799. But he had hardly entered upon his field of labor when war broke out between Denmark and England. The three Danish West Indian islands were captured by the English forces, and contrary to his will, Rev. Knoske was brought to the United States and landed at Boston in 1801. He went to Philadelphia, where he became acquainted with the Fathers Helmuth, Schmidt, Schultze and others. They recognized the hand of God in Rev. Knoske's varied experience, and induced him to come to Schuylkill county and take charge of a number of small congregations.

Thus we find this man after rather a romantic experience settled, in the year 1804, in the southern part of this county. He served five congregations, namely: Jacob's, Hetzel's, Summer Mountain, Friedensburg and the Red Church. Shortly after taking up his work here, he married Anna Platt. Through his efforts the five congregations united and bought a tract of land near Friedensburg, and in 1804 built a parsonage. This house was used as a parsonage until 1840. The house is still used as a dwelling, and is occupied at present by Mr. Wenrich.

Within two years after Mr. Knoske's marriage, his wife died. In July, 1806, he married Elizabeth Koch, daughter of William Koch and his wife, Magdalena, born in Neufangen. They had nine children, of whom one son and three daughters were still living at the time of his death, in 1859.

Rev. Knoske labored nine years in this charge, and the success as well as the arduous character of his labors are shown by his report to the Ministerium for the year when he left here. He reported serving seven congregations, with seven hundred and ten communicant members, bap-

tized one hundred and ninety-four, confirmed eighty-three, and buried twenty-three. He also mentions six schools. It is worth noting here that from Jacob's church to the Red Church is a distance of about thirty miles.

In the same year when this report was made (1811), Rev. Knoske moved to Kutztown, where he lived forty-five years, or until 1856. He then moved to Reading and lived retired until his death, which occurred in September, 1859, at the age of eighty years and three months.

REV. GEORGE MINNIG.

The last one whom I shall consider as of the pioneer ministers is Rev. George Minnig. His name appears frequently also as Mennig and Muench, the last being probably the original German form of the name. He succeeded Rev. Knoske, coming here when the county was organized and continuing in his labors down to a time in the memory of persons still living.

Rev. Minnig was born in August, 1773. He studied under Rev. Dr. Lochman at Lebanon, was licensed in 1811, and ordained in 1816. He resided near Friedensburg, and preached in all the Lutheran churches in the lower end of the county, except Friedens and West Penn. He organized Clauser's church near Llewellyn. Later it appears he moved to Orwigsburg, and, it is said, was at the time the only Lutheran minister in the county. It seems he also preached, at least occasionally, south of the Blue Mountains, as there are two different paths across the mountains, each known as Minnich's Path from the circumstance of his crossing there frequently on foot or on horseback.

He labored in this field about twenty years. In 1833 he moved to Bernville, Berks county, where he served a number of congregations. He died of apoplexy, at Bernville, April 7, 1851, aged seventy-eight years.

Schuylkill County in the Mexican War.

Read before the Historical Society by W. H. NEWELL, June 27, 1906

In the year 1831 the United States concluded a treaty of commerce and navigation with Mexico. This was repeatedly violated by the Mexicans, who in numerous instances imprisoned Americans, seized their ships, and confiscated their goods. President Jackson, in a message to Congress in 1833, declared that the outrages of the Mexicans justified a declaration of war. Our government made repeated remonstrances to Mexico, but without any satisfactory results.

This action of the Mexicans caused a widespread feeling of dislike and hatred throughout the United States, and the Americans retaliated by assisting the Texans in their struggle for independence.

The friction between the two countries reached a climax when Texas applied for admission to the United States. For ten years previous it had been an independent state, and had been recognized as such by this country; but Mexico refused to acknowledge this to be a fact, and regarded Texas as a part of itself. So that the American Government well knew, that if Texas became a part of this country Mexico would regard it as an act of war, and hostilities would begin at once.

Nevertheless the majority of Congress, with President Polk and his Cabinet, resolved to fight. Their reasons were: First, a desire to acquire new and vast territories, and then to introduce slavery into those domains. Therefore on March 1st, 1845, Texas was admitted to our Union. After the Act was passed, but before it was ratified by the Texan convention, General Taylor was or-

dered to proceed with an army corps to Texas and prevent any invasion from Mexico. His force was called The Army of Occupation.

On October 16th, 1845, Taylor was directed to drive all Mexican troops beyond the Rio Grande; and finally on January 13th, 1846, was instructed to march to that river, and, if attacked by the Mexicans, to capture Matamoras and other places.

In obedience to this order General Taylor left Corpus Christi with his army March 21st, 1846, and crossed the Colorado River, considered by the Mexicans to be the boundary of their republic. Mexico promptly declared war; and General Arista was ordered to attack the Americans at once.

War having begun, the United States Government made a requisition on Pennsylvania for two regiments of infantry. Therefore, in November, 1846, Governor Shunck issued a call for volunteers. This was responded to in Schuylkill County by the Washington Artillery of Pottsville, now Co. F., 4th Regiment National Guard of Pennsylvania.

The Company originated in the Independent Blues, organized in 1840. The command was reorganized as Heavy Artillery in 1842, and was thenceforth known as The Washington Artillery.

November 30th, 1846, the company was accepted to serve as infantry during the war; and ordered to report at Philadelphia. So on a cold snowy day, December 5th, 1846, the Artillery left for the seat of war. The command consisted of:

Captain James Nagle,
1st Lieutenant Simon S. Nagle,
2nd Lieutenant F. B. Kaercher,
3rd Lieutenant Jacob Fellnagle,
1st Sergeant Edward Rehr,
2nd Sergeant Wm. S. Nagle,
3rd Sergeant Edward Kaercher,
4th Sergeant J. S. McMicken,

and 86 other enlisted men. Total 94. The enlisted men were: Daniel Nagle, Jr., Drummer; Reuben Stamm, Fifer; Enos

Zentmeyer, 1st Corp.; J. Egbert Farnum, 2nd Corp.; David Llewellyn, 3rd Corp.; E. W. Masson, 4th Corp.; A. H. Berger, Bernard Barr, Charles Brumm, Levi Bright, Nelson Berger, Wm. C. Boland, Jas. Cochran, Jno. Doyle, Peter Douty, Levi Essler, Henry Fisher, Geo. W. Garrett, Henry Graeff, Jno. C. Gilman, Thos. W. Guthrie, Thos. J. Gilpin, Pittsburgh, Elias F. Hiney, Geo. W. Hesser, Waynesburg, Jno. Hays, Jno. Hand, Peter Haas, Lewistown, Wm. H. Hatchley, Wm. Hines, David Jones, Jno. Jennings, Joshua Jenkins, Pittsburgh, Elias Kelly, Jno. Kepply, Singleton Kimmel, Wm. Knockenhouse, Michael Lusht, Wm. Lyons, Abel B. Macy, Alexander McDonald, Francis C. McGeen, Ferdinand Mamerenk, Jno. Mooney, Jno. Myers, Patrick McElroy, Pittsburgh, Jno. McCormick, Samuel Maglauchlen, Samuel Montgomery, Waynesburg, Valentine K. Mills, William Markle, Benjamin Nagle, Jno. M. Nolan, Seth Price, Thomas Quintengton, Pittsburgh, Edward Robbins, Henry Richards, James Ruckle, James H. Ross, Waynesburg, Andrew N. Stamm, Benjamin Smith, Benjamin Shell, Charles Scrimshaw, Charles Seagreaves, Reading, Daniel Shappel, Eli Shelly, Franklin Seitzinger, George K. Seitzinger, Henry Smink, John Steager, John Shuster, Jacob W. Shoup, James Sands, Michael Sands, Robert H. Savage, Samuel Shadman, Emanuel Shelly, Thomas Simpson, W. H. Stackpole, Waynesburg, William Seitzinger, Owen D. Thomas, Francis M. Wynkoop, Gottlieb Wisshue, Robert F. Walter, Robert Welsh, William Wolfinger, William Whitecomb.

From Philadelphia the Artillery went by way of Harrisburg and Johnstown to Pittsburgh. Here the regiment assembled; six companies from Philadelphia, two companies from Pittsburgh, one company from Wilkes-Barre and one company from Pottsville.

Having been mustered in, an election of regimental officers was held. The Pottsville men made an agreement with the Wilkes-Barre and Pittsburgh companies, that if Francis W. Wynkoop, serving as a private in their company, was elected colonel, instead of Captain William Small of Philadelphia, Black of the Pittsburgh contingent

should be Lieutenant-Colonel, and Bowman of the Wilkes-Barre command would be made Major. Wynkoop, therefore, became colonel.

The regiment was now uniformed, armed and equipped. It now became The First Regiment of Pennsylvania Volunteer Infantry, Col. Francis W. Wynkoop commanding, of the First Pennsylvania Brigade, General Robert Patterson commanding. The Washington Artillery standing on the roster as Co. B.

After leaving Pittsburg, the regiment passed down the Ohio and Mississippi Rivers to New Orleans, and encamped on Jackson's famous battle ground.

After staying ten days at New Orleans, the First Pennsylvania took ship and sailed on one of the most famous military expeditions that ever left the United States; grand in its conception, brilliant in its execution and far-reaching in its consequences.

The army for the reduction of the City of Mexico rendezvoused at the island of Lobos. It was commanded by General Winfield Scott, and consisted of about twelve thousand men, instead of the twenty-five thousand recommended by General Taylor, and even for this small force Scott was obliged to requisition Taylor for some of his best regiments. Having assembled his army, General Scott now proceeds straight to the City of Vera Cruz.

Vera Cruz was a strongly fortified city on the Gulf of Mexico. It contained about five thousand people; was surrounded by stone walls, mounting one hundred guns, with an hundred more on other defences; and was further protected by the castle of San Juan d'Ulloa, mounting two hundred guns. The garrison numbered about five thousand men, commanded by General Morales.

Around the city stretched sandy arid expanses, broken by numerous sand hills of considerable height, and partly covered by chaparral, small gnarled trees, mingled with cactus. This extended in some places to the city walls.

The army landed in three divisions. First Division, General Worth; Second Division, General Patterson, including the First Pennsylvania; and Third Division, Gen-

eral Twiggs. Having landed, the troops bivouaced without any molestation from the enemy.

But next morning the Mexican guns opened fire, which continued with more or less vigor during the siege.

General Scott now proceeded to invest the city on the land side. A battery of two guns first opened a desultory fire to attract the enemy, and then the army moved. The First Pennsylvania took their line of march through a dense chaparral, along a narrow path in Indian file. The Mexicans, ambuscaded in the woods, began a sharp fire, but without much effect. Emerging from the forest, the regiment took a position on a high sand hill in full view of the city.

General Scott now occupied himself by inspecting the line. Approaching the First Pennsylvania and seeing that the men were much exposed to the fire of Fort Santiago, he ordered them to take cover and lie down; when a soldier replied: "Lay down yourself, General, or the Mexicans will presently knock you over." "No, sir," said Scott, "my duty requires me to be here, where I am. The President of the United States can make Generals every day, but he cannot make good soldiers."

The army now began to land siege guns, ammunition, supplies, and to construct batteries; the First Pennsylvania being principally engaged in the construction and equipment of what was known as the Navel Battery. This was located under cover of a thick forest of chaparral, so near the city that our men could at night hear the dogs bark in the streets of Vera Cruz. This battery was constructed of sand bags and armed with two 64 lb. and four 24 lb. guns.

When all was ready, the woods were cut down, and a United States artilleryman leaped on the parapet and waved the flag; falling dead the next moment. The battery at once began firing.

The bombardment of Vera Cruz began on March 22, 1847, the Mexicans firing with every gun they possessed and at times pouring a perfect tempest of shot and shell into the American batteries, but, owing to their bad marksmanship, not doing a very great amount of injury.

The American fire was terribly effective, and searched every part of the city; causing great destruction of life and property.

At last, after a brave defense, General Morales surrendered on March 27th, 1847, the garrison giving their parole not to serve during the war. On March 29th, the Mexicans marched out of the city and surrendered their guns to our army. All but the banner of Mexico. This a soldier tore from the pole and, placing it in his bosom, swore that he "would ever protect it, stand by it and defend it from falling into the hands of the enemy." He was allowed to keep the colors.

General Scott now sent a dispatch to Washington: "The flag of the United States of America floats triumphantly over the walls of this city and the castle of San Juan d'Ulloa."

General Scott was obliged to parole his prisoners, being absolutely without the means of providing for them. All through this campaign, the army was hampered by a lack of reinforcements and supplies of all kinds. The government's whole action to Scott's army was unwise, impolitic and unjust; the army being at times in an almost destitute condition. During the march to Cerro Gordo, there were no provisions, not even salt, and the soldiers subsisted on the wild cattle they shot along the line of march. This, and the poor pay, may have accounted for the numerous desertions during the war, much to the discredit of the army and resulting in some very strenuous hangings. Scott on one occasion having recaptured forty deserters, found in the service of the enemy, hung them all in one batch.

General Scott now formed his army into a compact body and, depending entirely on the courage and skill of his soldiers, plunged into the heart of a hostile country. When the Duke of Wellington heard of it, he said: "Scott is lost. His success has turned his head. He will never be heard of again."

Leaving Vera Cruz with the army, the Washington Artillery marched to the Plan del Rio; and, still contin-

uing to advance, came face to face with the enemy at the Pass of Cerro Gordo.

The Pass of Cerro Gordo was a long, deep, narrow ravine between Vera Cruz and Jalapa. Around it extended rugged, almost inaccessible mountains. On each side were perpendicular rocks rising to a height of several hundred feet, and through it wound the National Road. Santa Anna's position on the left of the pass was one of great strength. On the right and left it was impregnable, the front very difficult to storm, but in the rear it was inadequately protected.

Here were concentrated a force of fourteen thousand men and forty-three guns. The Mexican general did not suppose that the Americans would deliver a front and rear attack at the same time, and this is exactly what the Americans did do.

The United States engineers cut a road from a point of the National Road, below the Mexican position, over the hills to the right of the Pass, and, making a wide detour, circled around the enemy coming out at a point behind the town of Cerro Gordo, so that a column of infantry and artillery could turn the Mexican's flank and assault them in the rear.

When all was ready, on the 17th of April, 1847, the column of Generals Worth, Twigs and Shields marched off to the right, over the new road; and Pillow's division, which included the First Pennsylvania, moved to the left to attack the enemy in front. The Division formed with First Pennsylvania leading, then First Tennessee, next Second Pennsylvania, and last Second Tennessee. Then, turning to the buglers, Col. Wynkoop said: "Play up Yankee Doodle!" and the division rushed forward to assault the Mexican line.

They were met by a perfect tornado of shrapnel and bullets. The sound of the bugles concentrated the whole fire of the enemy on them, and Yankee Doodle never had a warmer reception than at Cerro Gordo.

Still the division kept on until General Pillow, being wounded, left the field. General Patterson was nowhere to be found, and the troops came to a halt, as there was

no one to give orders. The total destruction of the division was prevented by being partly protected by a hill and by the bad marksmanship of the Mexicans, owing to the fact that they fired from the hip instead of the shoulder. Col. Wynkoop sent several requests for permission to advance and charge, but received no reply. So the division held their ground while the bullets fell in showers and men dropped right and left. The whole division would in fact have been annihilated, had not the Mexicans suddenly ceased firing, and hoisted a white flag; for the troops of Worth, Shields and Twiggs had turned the enemy's flank; and, assaulting them in the rear, swept all before them, and compelled the Mexicans to surrender.

Part of the Mexican army laid down their arms. The rest retreated towards Jalapa. Hotly pursued by United States dragoons, the retreating Mexicans making a desperate resistance and the fight continuing as far as Jalapa, the road to that place being a charnel house. The dead laying in piles; and the highway covered with the wrecks of wagons and all the impedimenta of an army. Santa Anna took to his heels, leaving in his hurry his wooden leg behind him; also sixty thousand dollars, that he had begged, borrowed or stolen, to pay his troops.

The total loss of our army amounted to 434 killed and wounded; that of the Mexicans, 500. Our forces captured three thousand prisoners and forty-three guns; also six thousand stand of arms.

From Cerro Gordo, the army marched to Jalapa, and from there proceeded to the town of Perote. Here the First Pennsylvania was divided. Four companies, including the Washington Artillery, remained in garrison at the strong castle of Perote. The other six companies being sent to garrison the City of Pueblo. The rest of the army continued its march to the City of Mexico, which surrendered to our forces September 14th, 1847.

It was after the fall of the City of Mexico that the garrison of Perote was startled by news that Santa Anna with the remnant of the Mexican army had besieged Pueblo and was ordered to join General Lane's relief column,

Santa Anna besieged Pueblo with eight thousand men. The garrison consisted of six companies of First Pennsylvania, about three hundred strong. They occupied the San Jose quarter where the hospital of our army was located. The rest of the city was captured by the Mexicans who surrounded the garrison, cutting off their supplies. Then having erected batteries, opened a hot fire on the Americans. Every man was put on duty. All the invalids capable of bearing arms, took part in the defense. On the approach of Lane's column Santa Anna marched to meet it, leaving Gen. Rial to prosecute the siege. This was done with great vigor. The Mexicans bombarding our troops, and making repeated assaults, which were repulsed after hard fighting. The garrison returning the fire of the enemy; and making numerous sorties, resulting in desperate fighting through the streets of the city.

When this force approached Huamantla, they saw the enemy in force near that place. Lane advanced to seize the town. The Mexicans did likewise, and both arrived there about the same time. Captain Walker with the Rangers dashed ahead of the column and penetrated to the plaza. Here he was attacked by a large force of Mexicans, and a desperate fight ensued, in which Captain Walker was killed and his command driven back with heavy loss. A gun was now hurried to the plaza, and six men rushed ahead of the infantry to assist the gunners, one of them being Daniel Nagle, drummer of the Washington Artillery. Lane's main column now came up, and the enemy retreated. The American troops reached Puebla October 12th, 1847, and at once made a vigorous attack on the Mexicans. After a hot engagement, in which the Washington Artillery took part, the enemy was driven from the town and the siege raised.

The whole of the First Pennsylvania regiment now returned to Perote. Near the town of Atlixco they attacked a force of the enemy, and drove them some distance, the Mexicans retreating and fighting for seven miles. And this was the last battle of the Washington Artillery in Mexico.

All through this war our army was obliged to contend with the guerillas. They surrounded our troops like a swarm of noxious insects, and it was dangerous for any one to leave our line of march even for a short time as the guerillas perpetrated every kind of outrage on the Americans. After the siege of Puebla, the First Penna. being on the way to Perote, one Levi Bright of the Washington Artillery left the column to rest by the road. He was warned of his danger; but paid no attention. The regiment passed on and he was never seen or heard of again.

From Perote the regiment was ordered to the City of Mexico; and while there, was presented with a handsome stand of colors by General Scott.

The command now went into garrison at the town of San Angel, remaining there until the conclusion of peace. The First Pennsylvania Infantry left Mexico from Vera Cruz, June 19th, 1848, and arrived in Philadelphia, July 24th, 1848, where the regiment disbanded.

By the treaty of Guadalupe Hidalgo February 2nd, 1848, Mexico ceded to the United States the territories of New Mexico, Upper California and the disputed boundary of Texas, altogether 977,111 square miles. For this the United States paid Mexico \$15,000,000, and further agreed to compensate those persons who had claims against Mexico, to the extent of \$3,250,000.

The consequences of the war with Mexico were far-reaching; and the end is not yet. The field of Buena Vista was the beginning of a world power. The guns at Vera Cruz were re-echoed at Manila Bay, and the march that began at Cerro Gordo, ended before the gates of Peking.

Reminiscences of Tamaqua's Early Days.

Reprinted from Correspondence to the "Tamaqua Courier" of
December 31, 1903, by MR. CHARLES GRACE.

Mrs. Priscilla Lebo, widow of the late Captain William B. Lebo, celebrated her 87th birthday, on Monday, at her home on West Broad Street, where she has resided for the past twenty-eight years. Mrs. Lebo led a remarkably active life up to within a few months ago; but by reason of her physical infirmities, the day was spent quietly with some of the members of her family.

While Mrs. Lebo is not Tamaqua's oldest citizen, yet she is the oldest, in point of number of years of continuous residence here. Though physically somewhat infirm, her intellect is practically unclouded. She has always been blessed with a most remarkably keen memory and this characteristic, together with her well preserved eyesight, has for years been the wonder and comment of all who have met and conversed with her.

THE MOSER FAMILY.

Priscilla (Moser) Lebo is the oldest of a family of eight children, five of whom are still living. She was born at McKeansburg, this county, and is a daughter of Isaac and Kate (Kepner) Moser. Both the Moser and Kepner families were of the very early settlers of McKeansburg and Brunswick Townships (then a part of Berks County), and were prominent and well-to-do people of that day. A number of Mrs. Lebo's ancestors, both on the paternal and maternal side, saw active military service in three wars. Her grandfather, Bernard Kepner, was a soldier in the Revolutionary War, and for many years after was a Justice of the Peace in East Brunswick Township. Her

father, Isaac Moser, and an uncle, Isaac Kepner, served under General Jackson in the War of 1812, and fought at the battle of New Orleans. Her mother was a pensioner of the War of 1812. Mrs. Lebo, as well as three of her sisters, is a pensioner of the Civil War. One sister, Mrs. Missouri Edwards, of Orwigsburg, is the widow of Joseph Edwards, who was a first lieutenant in one of the Schuylkill County companies, was wounded in battle and died in Washington, D. C. Another sister, Mrs. Rebecca Koch, of McKeansburg, is the widow of Hugh Koch, who also enlisted from Schuylkill County; while the third, Mrs. Matilda Koch, of Reading, is the mother of Thomas Koch, who was one of the youngest soldiers and officers of the Civil War. He enlisted from Reading as a private, attained the rank of captain, and was killed while in command of his company at the third day's fight at Gettysburg. Captain Lebo saw active service during the greater part of the Civil War, and died in 1877 as a consequence partly of injuries received as well as exposure during the last year of the Rebellion. Erasmus Moser, the only brother of Mrs. Lebo, has for many years resided in Schuylkill Haven, and is still actively engaged in business, being a saddler and harness maker.

THE AUDENREID FAMILY.

Mrs. Lebo lived in McKeansburg until she had attained the age of 18 years, when she removed to Tamaqua. She has resided here continuously ever since, except for a period of about three months in the first year of her married life, when she lived in Hamburg. When a child she lived, from time to time, in the family of Wm. Audenreid at McKeansburg, and while there, was instructed in speaking the English language. She has always referred with much pride to the fact that as a result of her association with the Audenreid family, she was at that time, the only child, native of McKeansburg, who could speak English. In fact, Mrs. Lebo says, that eighty years ago there were very few adults in McKeansburg or vicinity who could speak or understand the English language. The Audenreids, George, Lewis and William, were very prominent residents of Schuylkill County in its early history. For many years they were extensively en-

gaged in the coal, iron, tanning and mercantile business in various parts of the county. Judge Audenreid, of Philadelphia, is a descendent of this family. One of the very early forges in operation in Schuylkill County was erected and operated by the Audenreids at Cold Run along the Catawissa turnpike, about two miles from McKeansburg. Mrs. Lebo, although but a small child at the time, says she distinctly remembers the quarrying of the stone, the building of the dam and race, and the other operations incident to the erection of the forge. In that age and locality this forge was considered an extensive business operation.

POTTSVILLE'S LOG CABIN DAYS.

While yet a young girl at home, Mrs. Lebo says she made repeated trips to what is now Pottsville, along with other members of the family, the journey being made upon horseback, which was then a common means of travel. She says that at the time of her first recollection of Pottsville, it could not have consisted of more than a dozen houses. On one of these trips she was the guest of one of the original Pott families, who in the course of conversation informed her that the family were the founders of the village and that it derived its name from their's.

Another trip and visit of her early days, which was indelibly impressed upon her mind, was when at the age of about twelve years she journeyed to Reading, before the days of railroads, upon a business mission for her mother. She left home early in the morning, walked seven miles along the turnpike to the cross-roads, at a point a mile or two north of Port Clinton, where she waited for the Sunbury stage, and then continued her journey. Change of horses was made at "Shoemakers," now Shoemakersville. The journey was completed, the business attended to and the return trip made the same day.

A FAMOUS OLD HOSTELRY.

Mrs. Lebo's father conducted a typical, old-time, country hotel at McKeansburg, which was famous for its good cooking. It was a model resort for well-to-do people from Orwigsburg, (then the county seat), Pottsville and other parts of the county, who frequently came there

with their families and friends, to partake of chicken and waffles, and young roast pig dinners. Mrs. Lebo has a very distinct recollection of nearly all the early lawyers of the county—Loeser, Potts, Bannan, Roseberry and others, who were frequent guests at this hotel when she was a child. Mrs. Lebo was personally well acquainted with the Rahn, Raush, Matz, Huntzinger, Werner, Woolison, Pitman, Ludwig, Frailey, Straub, Shoener, Reed, Nagle, Dreher and other families that were the leaders in affairs in Schuylkill County in its early days.

EARLY CHURCH HISTORY.

At an early age Mrs. Lebo united with the Lutheran denomination, becoming a member of the McKeansburg church. Out of a class of more than 45, who were confirmed under the Rev. Staehle in the McKeansburg and Schuylkill churches, and all of whom she was intimately acquainted, the only survivors, as far as can be ascertained, are Mrs. Rebecca Kleckner, residing about a mile south of town, and Mrs. Lebo. She was present at the laying of the corner stone of the Reformed, or White Church, at Orwigsburg, and remembers the erection of the Red Church on the turnpike between Orwigsburg and Port Clinton, as well as the erection of the Schuylkill or Friedens, and the McKeansburg Churches. Mrs. Lebo has been a member of Zion's English Lutheran Church, Tamaqua, since its organization about 30 years ago.

EARLY RAILROAD TRAVEL.

Mrs. Lebo well remembers when the first locomotive was used on the Little Schuylkill R. R., between Tamaqua and Port Clinton, and says its first appearance created great excitement among the country people, many of whom called it the "Little Devil." When she moved to Tamaqua, she made the journey by way of New Ringgold from which point she completed the trip on the "trucks" as the means of railroad travel was then called. These trucks ran between Tamaqua and Port Clinton upon wooden rails, banded with strips of iron, were drawn by horses, and Isaac Hinkley, father of our townsman, Mr. Frank Hinkley, was in charge of them for the Little Schuylkill Company. Nearly all the immigrants who lo-

cated in Tamaqua in early years of Mrs. Lebo's residence there, and many of whose descendents are at present residents of Tamaqua, were brought here, as she says, "on the trucks by Isaac Hinkley." She had a personal acquaintance with nearly all of the old people, and, in fact, was on intimate terms with the majority of them.

Upon arriving in Tamaqua, she entered the employ of James Taggart, who at that time conducted the hotel on Broad Street now owned by Mrs. C. A. Walker. Her future husband, Wm. B. Lebo, a native of Sunbury, was at that time a clerk in a general store, also conducted by James Taggart, in a small frame building on the present site of Bond's drug store. Within about a year after locating here she became the wife of Mr. Lebo, and with the exception of the brief residence in Hamburg, has resided here continuously up to the present time. In the early years of their married life they acquired a home on Broad Street, on the plot of ground now occupied by the residence of Mr. John F. McGinty, where they resided for some years. Some time in the 40's they removed to Pine Street, where Captain Lebo, who was at that time engaged in the brickmaking business near the site of the Eagle Iron Works, had erected a brick residence and store on the plot of ground now occupied as a residence and offices by Mr. H. A. Weldy. The majority of the brick structures erected in Tamaqua at that day were built of bricks furnished by the Lebo brick yard. Several years prior to the death of Captain Lebo in 1877, he purchased the home on West Broad Street, to which the family removed and where Mrs. Lebo and her daughter, Tabitha, now reside. In the early history of Tamaqua, Captain Lebo was for many years prominent in the military, political and business affairs of the town and county. For many years he conducted a general store business on Pine Street, besides being interested in other ventures. He was for some years one of the Borough Justices, having been elected as early as 1845, and was a Justice at the time of his death. In 1842 he was elected a County Auditor, and at different periods served as Councilman and School Director. In the latter 50's he was elected for two consecutive terms to the State Legislature. Upon the organization of the Jefferson Artillery of Tamaqua, August

30th, 1851, he was elected Captain, and later on when the company partially disbanded and became merged with the Scott Rifles, he was elected Captain of the latter. At the outbreak of the Civil War he went to the front with his company.

EARLY DAYS OF TAMAQUA.

Mrs. Lebo's residence of 70 years or more in Tamaqua, to a large extent practically covers the early history of the town. When she first came here the town was not much more than a village, consisting of Broad, then called Mauch Chunk Street, and extending from the west end of town to Dutch Hill. The public road to Summit Hill and Mauch Chunk entered the town at the old Lutheran cemetery on Dutch Hill. What is now known as Broad Street, then terminated at the Five Points. There were several other streets with a few houses, and also some houses scattered on the hills. What is now Pine Street was in reality nothing but a path leading to "Baum's" at the north end of town.

A large grove of pine and other trees stood where the P. & R. shops and other buildings are located, and this was a favorite spot for many of the town people to congregate and meet one another, on the way to and returning from church upon pleasant Sundays. At that time and for a number of years, the old brick church on Dutch Hill was the only church in town for the use of the Lutheran and Reformed denominations. The road from Tamaqua to Pottsville wound its way over the hill where the Odd Fellows' cemetery is located, and Mrs. Lebo says that throughout the entire distance it was in many places not much better than a path. In her trips to Pottsville in the early years of her Tamaqua life it was a common occurrence to get down from the vehicle and remove trees, branches and other obstructions in the road before the journey could be continued.

BIG GAME WAS PLENTIFUL.

At the time Mrs. Lebo lived at the McGinty home there was no borough or public water system, and the people depended upon wells and springs, and also upon the Wabash Creek and other streams which were not then

contaminated with coal dirt and sulphur water. The Wabash Creek was used by many families for general cleaning purposes and a number of pumps were located in front of properties on Broad Street and in other parts of town. Among the many experiences of Mrs. Lebo, that she treasured up and delights to tell, was one that occurred while she was doing some washing one day on the banks of the Wabash, which flowed by the rear of her home. At that time the greater part of the south ward back of Broad Street was composed of laurel brush and timber. While she was engaged in the work with her back to Broad Street, she heard a rushing noise behind her, and before she could turn around to ascertain the cause, a deer ran past her, jumped over the clothes basket, ran across the Wabash and up the embankment to what is now Independence Grove, when it stopped for a moment to turn around and gaze at the scene below. At another time a bear found its way into town and satisfied its thirst at a pump in front of the premises now occupied by the Tamaqua B. & T. Co. Persons from town later hunted the bear and killed it. The Lebo family ate of the meat, and also came into possession of the skin which they had tanned and used as a robe for many years. It was a common occurrence for parties to start out on a hunt and travel but a few miles into the Mahanoy, Hazleton and Nesquehoning region, and return with their teams, loaded with deer and other large game.

At that early day the only public means of conveyance to the east, west and north of Tamaqua was by stage coach. To the south the railroad extended to Port Clinton, (then called "der Gabel"—the Fork).

OFF TO MEXICAN WAR.

Standing at the door-way of her Broad Street (McGinty) home, Mrs. Lebo witnessed the departure for the Mexican War, of three volunteers from Tamaqua, Nicholas Keich, years later Borough Supervisor for several terms, William Snyder, brother-in-law of Mrs. H. F. Stidfole, and John Brill, father of George and John Brill. These volunteers met at the old Union Hotel, which stood where the Dormetzer and Calloway buildings now are and which was then conducted by Henry S. Kepner, Sr.,

father of Mrs. Stidfole. From the hotel porch, these young men took the stage coach and joined the command of Captain (later General) Robert Klotz, of Mauch Chunk.

Mrs. Lebo has never forgotten the many incidents and horrors connected with the "freshet" of 1850, and from personal experience and observation, she can narrate the full details of very many of the fatalities and property losses.

Mrs. Lebo has always had a most intensely patriotic disposition, and to this day takes the deepest interest in any matter of a military or patriotic nature. She was an active and prominent, as well as one of the original members of the Ladies' Aid Society, of Tamaqua, which was organized in the south ward school building, August 27th, 1862, for the purpose of "assisting the U. S. Sanitary Commission in relieving the sufferings of the sick and wounded soldiers," and was also a member of the Executive and Ward Committees.

One of her most vivid recollections of the days of the Civil War was a trip to Philadelphia with Captain Lebo and a number of others of our townspeople, at the time the monster reception was tendered President Lincoln in connection with the great fair conducted by the Sanitary Commission. She was with the immense throng that for hours patiently waited in line at the Continental Hotel for an opportunity to grasp the hand of the President.

Mrs. Lebo is certainly, in every respect, a most remarkable old lady, and is one of the very few survivors of the early days of Schuylkill County. In fact, having been blessed with a wonderful memory and having for more than 80 years stored in her mind the thousands of events, in many of which she was either a participant or an eye witness. It is almost safe to say that we have no one else with us who can give such details on the history of this region during the past three-quarters of a century. She has always kept well informed on affairs in general, has been a close reader of the newspapers, and to the very present time she seldom allows a day to go by without perusing one or more of our local and county papers. One of the characteristics of her life has been to always

use her best endeavors to be on friendly terms with everybody, and, to use a phrase of hers, "she does not know that she has an enemy in the world." It can safely be said that she knows, and is known by nine-tenths of the inhabitants of our town, by all of whom she is held in the highest respect and esteem.

Note:—Mrs. Lebo died September 21, 1904, in her 88th year, she having been born December 28, 1816. Her funeral was largely attended, as perhaps no other woman, in Tamaqua had been so well known and so highly respected. Among the many mourners at the services were two aged women—the sole survivors of Mrs. Lebo's early acquaintances in Tamaqua—Mrs. Catherine Krebs in her 95th year, and Mrs. Susan Moyer in her 93rd year. For a period longer than the average life time, the closest intimacy and friendship existed between these three ladies.

By her request the old German Bible which she had read daily for many years was placed in the casket and buried with her.

The pall-bearers, all survivors of military organizations commanded by her husband, the late Capt. W. B. Lebo, were Wm. De Pui, Wm. M. Miller, Isaac Chester, James M. Moyer and Chas. Freudenberger, of the Scott Rifles, and Thomas Stapleton, of the Jefferson Artillery.

Mrs. Lebo is survived by three daughters and one son: Emma M., wife of Edward A. Jones; Tabitha J., and James M., of Tamaqua; and Julia A., wife of Dr. R. J. Nickell, of Philadelphia.

The Story About One of the First Chartered Railroads in America.

Prepared by DR. J. J. JOHN, of Shamokin, Pa., and read before the Society, September 26, 1906.

ON THE OLD ROAD.

"Once in an old forgotten day
This by-track was a trodden way,
But now, so few the steps that pass,
The ruts are carpeted with grass.

The careless brambles trail across,
The gravel has its garb of moss,
And oft the dawn and dusk go by
Unnoted of a human eye."

The chartering of the Danville and Pottsville Railroad, April 8, 1826, placed it in the honorable column of one of the few corporations that at this early period commenced the experiment of a new and comparatively untried method of transportation. It was a venture—a leap in the dark,—as only two railroads in England, had as yet, resorted to this plan of carriage, and with the short experience of a couple years, the results were unknown.

Following in the wake of our mother country, the people of our Commonwealth at this time had become greatly interested in the question of internal improvements. With vigorous energy they entered upon the herculean task to develop the immense resources of our state by a system of inland navigation through the means of canals. With Philadelphia as a base, these arteries of commerce were to extend across the state to connect with Lake Erie and the Ohio River. This was a great undertaking for those times, as great mountain ranges pre-

sented barriers that seemed impossible to pass by water communication. But the ingenuity of our engineers overcame these difficulties by portage railroads with their tunnels and inclined planes. The railroad of this period was an improvement on its ancestors, the tram road, which for several hundred years had been in use in some of its primitive forms. In the collieries of the north of England, it was in general use to carry coal from the mines to shipping points. These tram roads were of only a few miles in length, and were operated by horse power, but were of great service in coal shipments, all of which were made by water.

THE FIRST TRAM ROAD IN THE U. S.

The first railroad of this character was built in Pennsylvania, though one of our eastern states made the same claim, but failed to establish it. As a loyal Pennsylvanian, I feel it my duty to confirm the fact, that my state has the real honor of being the pioneer in this work of development. Thomas Leiper, a very practical business man, in order to prove the value of a tram road, in 1801, set up in the yard at the Bull's Head Tavern, Philadelphia, a tram road 63 feet long, with a grade of $1\frac{1}{2}$ degrees to the yard. A car loaded with 10,696 pounds with one horse for the motive power was hauled up its entire length, a most satisfactory success. In 1809, this experiment was repeated with the most gratifying results. This second tram road, built for Mr. Leiper by John Thomson, the father of J. Edgar Thomson, of the Pennsylvania Railroad Company, was 120 feet long with a 4 foot gauge.

Mr. Leiper had very valuable stone quarries on Crum Creek, Delaware County, Pennsylvania, but his boat landing being on Ridley Creek, the distance of one mile, over which distance the stone had to be hauled. Mr. Leiper was extensively engaged in shipping building stone to Philadelphia and also to the Delaware break water. Being now fully convinced of the great merits of the tram road, he built his pioneer road to transport the stone from the one creek to the other. This tram road was continued in such use for a period of nineteen years, when better facilities were afforded.

The Quincy tram road in Massachusetts, the competitor for the honor, was not constructed until 1826, some seventeen years after the construction of the Leiper road.

So at the close of 1826, there were only two railroads in America, with the following mileage:

Leiper road	1 mile.
Quincy road	3 miles.
<hr/>	
Total	4 miles.

INTERNAL IMPROVEMENTS.

Nearly one hundred and fifty years have elapsed since the movement began to introduce a system of internal works in Pennsylvania through the means of turnpikes, bridges and canals. The rapid settlement of territory westward of the Susquehanna awakened the public to the great need of better communication between the metropolis and these thriving settlements, to develop the rich resources at hand. Inland navigation seems to have taken a strong hold on the public mind as the best system to meet these wants. In 1762, a survey was made to open up water communication between the Schuylkill and Susquehanna Rivers, which was reported to be entirely practicable; and a few years later a route was run to connect Philadelphia with Pittsburg and even Lake Erie by water. This last project was an immense undertaking for that period and had it been carried out, it would have certainly then been regarded as one of the world's wonders. In the words of a writer dwelling upon this subject, who eloquently says, "No canal was then in existence either in England or in America; engineering, as a distinct science, was unknown in the colonies; the great west was an unhabited wilderness, and no money corporations, such as now furnish capital for great enterprises, had yet been organized; nevertheless, had not the shadows of the coming revolution admonished the people to prepare for the war, the construction of this canal would doubtless have been undertaken at that time."

In 1791, the Schuylkill and Susquehanna canal was commenced, and up to 1794 but four miles were made,

when the enterprise was abandoned. In 1816, a new corporation known as the Union Canal Company took up the unfinished work and completed it in 1824, connecting Reading with Middletown on the Susquehanna River.

In 1815, the Schuylkill Navigation Company undertook the task of opening up water communication between Philadelphia and Pottsville, which was completed in 1825—a distance of one hundred and three miles. This was then considered as one of the greatest works of that time.

We next come to our own noble river, "the Susquehanna," a stream that furnishes scenery as grand and beautiful as that on the Rhine or the Hudson—a stream that calls up to my mind many recollections, for I was born and spent my boyhood days upon its banks. The Susquehanna has become more classical than any other river in America. Ever since this country was settled it has been esteemed as one of the most favored streams of the western world. In summer it is a beautiful river to behold; but when swollen by winter torrents, there are no bounds to its furious energy.

THE SUSQUEHANNA—THE BASIS OF INTERNAL IMPROVEMENTS.

By inspecting a county map of Pennsylvania, it will be readily seen that the Susquehanna River with its great tributaries furnished the principal means by which the system of inland navigation for all parts of the state, was to be established, as contemplated by the Improvement Act of 1824. Through the aid of its tributaries, as the West Branch and Juniata on the west, and the Swatara and other branches on the east, a great system of canals was to be inaugurated, aided by a few portage railroads, as the one over the Alleghenies and the Danville and Pottsville Railroad. From the first settlement of the state, this river was utilized as a channel of navigation. Penn upon his first visit to his province, saw the value of this river and lost no time in securing its purchase. In 1701, a draft of it was made. In 1756, Colonel Clapham, the builder of Fort Augusta, had a fleet of twenty-five boats to carry his supplies here from Harris' Ferry. He

stated that his work was of a very amphibious nature. In 1777, the Susquehanna was declared a public highway as far down as Wright's Ferry, and in 1785, the Act was extended to the whole river through our state. In 1779, General Sullivan in his notable campaign against the Six Nations moved his stores and artillery up this stream from Wilkes-Barre, by means of one hundred and fifty boats. Between 1820 and 1826, several feasible plans were proposed to connect the Susquehanna River with the Great Lakes and also with the Mississippi River.

The Rev. Fithian of New Jersey, a missionary preacher of the Presbyterian Church, in traveling through our part of the state in 1775, stopped some time at the town of Northumberland, attending to his missionary work. He kept a very full journal of his observations, which is now a valuable reference of our Revolutionary period. While at Northumberland, he writes that the river was full of Durham boats, running between Middletown and this place, and that the great number of water craft reminded him of the boat house at Philadelphia. About 1800, these boats in coming up the river adopted sails to assist them in going against the current.

In 1825, a great movement was initiated by Baltimore and the towns along the Susquehanna to make this river navigable for the use of steam boats. The success of the Schuylkill Navigation Company in making a large portion of the Schuylkill River navigable for canal boats, led these advocates of steam boat navigation to use this success as a strong argument for opening up the channel of the Susquehanna River for this purpose. All the towns along the river with their newspapers strongly advocated this project; so that in 1826, two steam boats, the Susquehanna and the Pioneer, built for this purpose, were put on the river for this experiment. They were of light draft and in May they started on their trials. Trips were made up the West Branch as far as Farrandsville, and on the North Branch to points beyond Wilkes-Barre. In one of the trips up the latter stream, the Susquehanna, in attempting to pass over the Nescopeck Falls, exploded, killing two passengers and severely wounding others, among whom were Christian Brobst and Joseph Paxson, two

prominent advocates for internal improvements. This unfortunate affair ended the steam boat experiment for the time being. But it is still the opinion of some prominent engineers, that by the use of dynamite and modern means of excavating and dredging, this natural channel should be utilized for internal navigation.

As soon as lumber and the products of our northern counties came into demand, large fleets of rafts and arks came down the Susquehanna in seasons of high water, with their valuable freight bound for Middletown, Columbia, Port Deposit and Baltimore markets. This river trade became enormous, but great losses were sustained by wrecks in passing over dangerous falls. To guard against these wrecks, skilled pilots of the river were employed.

THE GREAT BASIN OF THE SUSQUEHANNA RIVER.

We are told by geologists that the basin of the Susquehanna is the largest and most important drainage area, commercially, in the North Atlantic states. It is composed of 47 per cent. of the area of Pennsylvania, 13 per cent. of New York and 2 per cent. of Maryland, making a total area of 27,400 square miles, being about three-fifths of the area of our state. In drainage it is represented by eleven counties in New York; thirty-seven counties in Pennsylvania, and two counties in Maryland.

INLAND TRANSPORTATION.

After the close of the second war with England, emigration to the then far west exceeded that of all previous periods. The fertile soil of Ohio, Indiana, Illinois and Kentucky, attracted these home-getters principally, and this choice territory soon presented thriving towns and prosperous settlements. Pittsburg was so fortunately located at the head of the Ohio River, that it naturally became the general entrepot where the goods from the East could be exchanged for those from the West. Philadelphia, New York and Baltimore became the three great rivals for this valuable commerce, but Philadelphia at this time had the largest volume of business. This was ob-

tained through the directness of her route, the excellence of her roads and bridges to be hauled over, and the great Conestoga wagons drawn by four and six horses each. Let us compare the route of these three competing cities. Goods from New York consigned to Pittsburg, were obliged to travel around three sides of a square, with frequent re-loadings to reach their destination. Leaving New York in sailing vessels, they passed up the Hudson to Albany, where the goods were loaded in wagons and hauled to the falls of the Mohawk, where they were loaded in boats and pushed up to Utica and then transported by canal and river to Lake Ontario, and from there by various methods carried down the Allegheny River to Pittsburg, a distance of about 800 miles.

From Philadelphia and Baltimore, these goods reached the same destination by Conestoga wagons with an average distance of 300 miles with no transfers on the trip.

With such unfavorable conditions of this trade for the city of New York, Governor Clinton sought an effectual remedy by constructing the Erie canal. He first asked the Federal government to open this canal as a national highway, but was defeated in this purpose. He therefore induced his own state to undertake its construction. He met with much opposition and his great project was ridiculed as "Clinton's Big Ditch." The work, however, was commenced in 1817 and after eight years of hard work it was completed in 1825, when the waters of Lake Erie were mingled with those of the Atlantic Ocean. This canal was 363 miles in length and cost about eight millions of dollars. The cost was great, but the results of it made it a good investment. The New York merchants now had the whole west for their market, which greatly alarmed Philadelphia and Baltimore. Before the Erie canal was made, the freight from Albany to Pittsburg was \$120 per ton, but with this canal in operation, the freight was reduced to \$14.00 per ton. A merchant of Meadville, Pa., in 1826, stated that goods purchased in Philadelphia and shipped to New York and thence by the Erie canal cost only \$1.20½ per 100 lbs., while those shipped from Philadelphia and carried in Conestoga wagons to his town, cost

him \$3.00 per 100 lbs. In the words of McMaster on this subject, "It seemed if New York by one stroke had taken away the western commerce of Philadelphia, and ruined the prosperity of such inland towns as lay along the highway to the west."

Then again Philadelphia suffered by her other rival, Baltimore. A large portion of the great fleets of rafts and arks that passed down the Susquehanna found that it paid them better to go on to Baltimore. This was another cause of alarm.

A good illustration of this trouble is given by an editorial article of the "Village Record" of July 31, 1834, viz:

"A few days ago, John C. Boyd, Esq., an enterprising merchant of Danville, Columbia County, came into the office. As he had been down with an ark, and as everything that relates to the trade of the Susquehanna River is an object of interest he was polite enough, in answer to my inquiries, to give me an account of his voyage.

His ark was 92 feet long, 16 wide. It had been built above Wilkes-Barre, and had brought coal to Danville, where he bought it for 50 dollars. The load consisted of 100 bbls. of flour, 45 bbls. of whiskey and 45 live fat hogs, which weighed 249 lbs. on an average.

Landed part of the flour at Columbia. Gave pilot \$25 from Liverpool to tide. At Port Deposit a steam boat took the hogs on deck and carried them to Baltimore for 25 cents per head. Sold them at Baltimore for \$4.50 for 100, amounting to \$11.10 each on an average. The ark was sold at Port Deposit for \$15.00.

As it was a summer freshet and the water not high, the load was light. Mr. Boyd informed me, that from Danville to Baltimore, the price usually given for transporting a barrel of flour, is 60 cents—for whiskey 75 cents. The carriage of a barrel of flour from Columbia to Baltimore is 30 cents. From Columbia, by wagon, to Philadelphia he paid 75 cents per barrel. Danville is about 100 miles above Columbia. All these facts are interesting, as they relate to a trade which it is our interest to turn through the great valley to Philadelphia. This ark load was worth about \$1,500. It is calculated about 1,000 arks go down a year. Supposing this to be a fair estimate, the value of the trade in arks would be a mil-

lion and a half. But it will increase greatly if our valley canal can be made, much the greater part of it would go through this canal to Philadelphia.

We feel exceedingly anxious to hear from the canal commissioners. The last report we had from them was, that they were satisfied an abundance of water could be brought to the summit level; and they were exploring various routes beyond the Gap in Lancaster County. If this canal be not made, the trade through this county will every year be less and less, until the whole goes down to tide. It will require a great and united effort of all our citizens, and by such effort may we feel confident, be accomplished."

Another incident of this nature, in which the same river mariner, some two years later, repeated his adventure in Susquehanna navigation. In 1826, John C. Boyd had acquired a large portion of the original tract upon which the town of Shamokin is located, which was laid out by him in 1835. Mr. Boyd found upon examination of his property, a fine vein of red ash coal in the bottom of Shamokin Creek, a short distance south of "The Great Road," which was named "Boyd's Stone Coal Quarry." Mr. Boyd saw here the opportunity to enhance the value of his property, by sending some of the coal down the river to a market. He resided on his river farm two miles above Danville, and now bought another ark for this purpose. He built a dam on Shamokin Creek and from its bottom opened a coal quarry. He had one man to quarry the coal and another to wheel it to the creek bank, and two teams to haul the coal to his ark, a distance of sixteen miles. Each team with a ton of coal occupied nearly two months in filling the ark with fifty-five tons of coal. With the first freshet after the loading, it was sent down the river to Baltimore, where the ark and cargo were sold. This was the first shipment of coal from the Shamokin region.

To show how large the tonnage of Susquehanna navigation had reached at this period, we quote the following lines from the "Sunbury Gazeteer," of 1827: Mr. Bigler, of Harrisburg, kept an account of the rafts and arks that descended the river between February 28th and June 23d, 1827.

1,631 rafts, each 25,000 feet of lumber, 40,775,000 feet.
200 arks loaded with stone coal, 55 tons each, 11,000 tons.

1,170 arks with flour and whiskey, 400 bbls. each, 468,000 bbls.

300 keel bottom boats, each 800 bushels of grain, 240,000 bushels.

Besides the above, the river commerce embraced such articles as maple sugar, cider, nuts, apples, furs and other articles too numerous to mention. A copy of the *Sunbury Gazetteer* of 1826, says, that 155 live rattle snakes were consigned from Bradford County to Philadelphia in two shipments, commanding big prices. This will give some idea of the wealth of the Susquehanna country.

PENNSYLVANIA ASSUMES THE UNDERTAKING

Following the example set by New York, and not to be outdone by the empire state, Pennsylvania undertook to connect all parts of her domain by a vast system of canals that would spread prosperity over all her borders. The work was begun in 1824 by appointment of Canal Commissioners, the selection of engineers and the best routes. Such progress was made that on July 4, 1826, with imposing ceremonies the first spadeful of earth was lifted at Harrisburg, and by 1830, a considerable part of the work was finished and in operation.

But it could be hardly expected that so large a work over so large a territory, could be carried on without some leak holes in the cash bag as well as leak holes in the canal channel. Some expensive dams were built by careless contractors, that had to be condemned as worthless, and stone furnished for walls, measured by officials at the quarries, at a given number of perch, possessed a very strong contracting property after that had left the contractor and were put in use. The cost of the system of inland navigation was about \$38,000,000, exceeding the original estimate by several millions. But we must not be too severe in our invectives. The government had much to contend with through political interference, dishonest contractors, inexperienced engineers, and some incompetent commissioners; but we should not lose sight of the inestimable benefits we have reaped from this vast

undertaking covering all parts of a large state. From what I have learned, Clinton's Canal did not fare any better.

ABSTRACT OF THE PENNSYLVANIA CANAL SYSTEM.

Route from Philadelphia to Pittsburg by this system:
Philadelphia to Columbia, by rail..... 82 miles.
Columbia to Duncan Island, by canal..... 44½ miles.
Duncan Island to Hollidaysburg, by canal...127½ miles.
Hollidaysburg to Johnstown, by railroad.....36 miles.
Johnstown to Pittsburg, by canal.....104½ miles.

Total394½ miles.
The same route by public roads.....296 miles.

A trip from Philadelphia to Northumberland:
Philadelphia to Columbia, by railroad..... 82 miles.
Columbia to Duncan Island, by canal..... 44½ miles.
Duncan Island to Northumberland, by canal.. 39 miles.

Total165½ miles.
The same route by turnpike, about.....131 miles

In studying the history of our internal improvements the student would do well to divide the subject in three periods:

The first embraces roads, turnpikes and bridges; the second relates to canals; the third to railroads; and by present appearances it would seem that a fourth period will be added, devoted to electricity, which appears to be superseding steam for locomotive purposes.

Our story belongs in part to the canal period, as the first chartered roads of 1826 were only regarded as portages to canals, to connect and continue their transportation where water transit was not possible; and now we will devote our time to the main question.

THE STORY OF OUR HISTORIC RAILROAD.

On the 8th day of April, 1826, some eighty years ago, during the administration of Governor J. Andrew Shulze, the Danville and Pottsville Railroad was chartered, being the third road in order of date.

The three roads incorporated in 1826 appear as follows:

March 3, 1826—Union Canal Company Railroad—length 5 miles.

March 11, 1826—Delaware & Hudson Canal Company Railroad—length 16 miles.

April 8, 1826—Danville and Pottsville Railroad, length 45 miles.

These are the first three chartered railroads of Pennsylvania that went into operation. But little was then known about the construction and management of railways and but few engineers had any conception as to how they were built. Some of the leading newspapers furnished in their columns what information they could obtain, and Philadelphia sent one of her citizens to England to make a personal examination of the subject. Fortunately for us there was at this time in England one railway in operation, known as the oldest one in the whole world. And only five months after this oldest and first railroad went into operation, a charter for our railroad was taken out. Is not our railway justly entitled to be called a historic one?

In September 1825, the Darlington and Stockton Railway was opened up for hauling coals from Darlington to Stockton on the river Tees, for sea shipment. The road was some twenty miles in length and during the first year was operated by horse power, but in 1826, Stephenson put two of his locomotives on the road with very satisfactory results. These three first roads in Pennsylvania were to be used as portage roads, the same as the Darling and Stockton. The Union Canal Company Railroad was to haul coal from the mines of the Lorberr district to the canal at Pinegrove; the Delaware & Hudson Canal Company Railroad was built to carry coal from Carbondale to Honesdale and at the latter town to be transferred to canal boats; and the Danville & Pottsville Railroad was designed to take freight from the North Branch at Danville and convey it to the Schuylkill Navigation at Pottsville.

THE CHARTER.

As this document was one of the first of this character issued by the state, we will call your attention to a few of its features.

The route named was worded "Beginning at or near the ferry on the south side of the Susquehanna opposite Danville and extending to the canal at Pottsville." Between these two points the survey could be "A go as you please arrangement." It is my impression that no map of the first route was ever made and filed. The company could hold 1,000 acres of coal land "none of which shall be within 5 miles of Pottsville," thus cutting it out of the southern coal field. Notice of annual meeting shall be given twenty days previous in one paper in each of following counties: Columbia, Schuylkill, Berks and City of Philadelphia. Northumberland County was purposely omitted as will be explained further on. The railroad seems to have been put on a quality with turnpikes; individuals could make branches and put on their cars when they liked, by paying tolls.

NAMES OF COMMISSIONERS.

Danville—Gen. Daniel Montgomery and George A. Frick.

Columbia County—Andrew McReynolds.

Northumberland County—John C. Boyd, son-in-law of General Montgomery.

Schuylkill County—Benjamin Pott, Francis B. Nichols, George Taylor and John C. Offerman.

Berks County—Daniel Greaff and Edward B. Hubley.

Philadelphia—George W. Smith and Mark Richards.

GENERAL DANIEL MONTGOMERY AND DANVILLE.

Daniel Montgomery, the founder of Danville, and the father of the Danville and Pottsville Railroad, was one of the most prominent citizens of Pennsylvania in his day and generation. Through inheritance and his excellent business capacity, he acquired large landed possessions. In 1792, he laid out Danville and seemed to have devoted

great attention in looking after the welfare of his town and lost no opportunity in building up its prosperity. Upon the erection of Columbia County in 1813, through his strong political influence, Danville was made the county seat. By his influence the Danville Turnpike was built at this period. In 1810, he was elected to Congress. Some years later his name was prominently brought forward as a candidate for Governor, but he declined the honor in favor of J. Andrew Schulze who was elected. In 1826, Montgomery was appointed one of the Canal Commissioners and served as president of the board. While acting in this position, he quickly perceived the importance of a portage railroad between the Schuylkill Navigation and some point on the Susquehanna. The perception was all right, but in his inordinate love for his Danville, he made it one of the terminals instead of Sunbury, the natural location. This was a fatal mistake that led Catawissa and Sunbury to oppose or at least not support the movement, as we shall later illustrate. But Montgomery through his strong influence at Harrisburg secured his charter.

1827.

Nothing was done by the friends of the Danville & Pottsville Railroad towards getting subscriptions to its stock. The Sunbury newspapers of 1826 and 1827 did not mention this railroad, but were engaged in getting up a rival one to it with Sunbury as the terminal. On April 14, 1827, an Act was passed incorporating the Shamokin Canal Company to build a canal, beginning at the coal mines at Shamokin and terminating at the mouth of Shamokin Creek at Sunbury. Its provisions were so liberal that the stockholders had the privilege to construct a canal or a railroad. A railroad was determined on, and on September 25th, 1827, the following notice was issued:

SHAMOKIN RAILROAD.

The undersigned having been named in the Act of General Assembly of last session, entitled "An Act authorizing the Governor to incorporate the Shamokin (Railroad) Company, for the purpose of securing subscription of stock to said company, hereby give notice that books

will be opened at the house of Henry Shaffer, in Sunbury, on Wednesday, the 17th day of October next, when and where one or more of the Commissioners will attend for the purpose of securing subscriptions as aforesaid. Signed—Lewis Dewart, Henry Masser, Edward Gobin, S. J. Packer, Isaac Zigler, Peter Weimer, Gideon Markle, Caleb Fisher and H. W. Snyder.

Christian Brobst and Joseph Paxton, of Catawissa, conceived the idea of building a road starting at Tamaqua and following Catawissa Creek until the Susquehanna was reached at Catawissa. They traveled over the ground and made a personal inspection that convinced them that their route was the proper one for the portage road connecting the Schuylkill and the Susquehanna. This was a counter movement against Danville.

PROGRESS OF RAILROADS AT CLOSE OF 1827.

In May this year, a railroad nine miles long was built from Mauch Chunk to the coal mines. This was then the longest railroad in America. The principle of its construction was borrowed from the Darlington and Stockton Railway of England. At the beginning of 1827, Abraham Pott put down a railroad from his mines in Black Valley to the Schuylkill River. It proved such a success that all the lateral roads in this county were put down upon his plan. This same year he put up the first steam engine used in Schuylkill County.

At the end of 1827, there were only four roads completed in the United States, viz:

Leiper road, 1809.....	1 mile.
Quincy road, 1826.....	3 miles.
Pott road, 1827.....	1½ mile.
Mauch Chunk road, 1827.....	9 miles.

Total 13½ miles.

1828.

On April 14th, 1828, a supplement was added to the charter of the Danville and Pottsville Railroad to meet and remove some of the objectionable features of the original instrument. The capital was increased to \$1,000,000. The route of the road was modified as follows:

"Beginning at or near the lower or southeastern boundary line of Pottsville on the banks of the river Schuylkill, and extending to some suitable and eligible place or places upon the river Susquehanna, at or near the town of Danville, and that the said company shall survey, ascertain, mark, fix and establish a branch railroad, from the most convenient point of the said Danville & Pottsville Railroad, to the Susquehanna at or near Sunbury, and the said company shall have power to make a branch railroad to the town of Catawissa, if they find it expedient, and that the said branch to the said town of Sunbury, shall be completed within the time provided for the completion of the main road."

The amended route was doubtlessly proposed by Hugh Bellas, one of the most gifted attorneys of Sunbury. To have completed the work the title should have been amended so as to read the Pottsville and Sunbury Railroad.

NEW LIST OF COMMISSIONERS.

Philadelphia—John Bohlen, Benjamin W. Richards, Jacob Alter, Joseph S. Lewis, John White, George W. Smith and George Taylor.

Pottsville—Benjamin Pott, John C. Offerman, Joseph White, Joseph Lyon and Francis B. Nichols.

Catawissa—Christopher Brobst, George H. Willets, and Joseph Paxton.

Columbia County—Daniel Montgomery, George A. Frick, Peter Baldy, Andrew McReynolds and William Colt.

Northumberland County—John C. Boyd, Joseph R. Priestley, William A. Lloyd and John Taggart.

Sunbury—Hugh Bellas, Ebenezer Greenough, Martin Weaver and Alexander Jordan.

Bloomsburg—John Barton, William Robinson and William McKelvey.

Having secured a supplement to his charter, General Montgomery set out in good earnest to have his favorite project established on a practical basis. The line was to pass through a mountainous country which seemed to present difficulties impossible to overcome. Mr. Montgomery was a man of iron will as well as a good judge of men of

capacity. In the employ of the Canal Commissioners there was a young man that had attracted his attention as a person of great capacity. This was Moncure Robinson, who had recently come from England, from a tour of inspection of railroads of that country, who was selected as the engineer of the Danville & Pottsville Railroad. Together they went through forests, climbed rugged mountains and hills, searched deep valleys and waters for favorable routes until a satisfactory line was agreed upon. We will here give a brief account of this famous engineer.

MONCURE ROBINSON, THE EMINENT ENGINEER.

Moncure Robinson, a civil engineer of national repute, was born in Richmond, Va., 1802, and completed his education at William and Mary College. In 1821, he was employed by Governor Pleasants of Virginia, to locate an extension of the James River canal. About 1825, he visited England to become familiar with the construction of canals, and as the Darlington & Stockton Railroad was then in operation, he spent considerable time there in acquiring a knowledge of railway business, and doubtless while there became acquainted with the great English railway engineer, George Stephenson. Having carefully studied the nature of these improvements, he returned to the United States and was at once employed by the Canal Commissioners of Pennsylvania. At this time he made a survey for the portage road over the Allegheny mountains and his plan was largely adopted. In 1833, the Pennsylvania Legislature was considering whether the Philadelphia & Columbia Railroad should continue the use of horse power or adopt locomotives. This action resulted in favor of the latter through the requested advice of Mr. Robinson, who stated, "that it would take four days to transport merchandise from Philadelphia to the Susquehanna River by horse power when it could be effected in six hours by locomotive power." While under the employ of the Commissioners he made the survey for the Danville & Pottsville Railroad and later built the eastern part with its many well planned planes. About this time he also built the Little Schuylkill Railroad. The next

work to which Mr. Robinson was called upon to do was that of the Philadelphia & Reading Railroad, which is regarded as his great achievement. While with this company, he was sent to England with his estimates and plans to be submitted before capitalists there. His efforts here were eminently successful, having secured from one individual a loan of two millions of dollars. In 1840, the Czar of Russia sent word to Mr. Robinson to take service as head engineer over the great system of railways he was devising in his empire. This he declined, but gave him much valuable advice. Mr. Robinson died at his home in Philadelphia in 1902, aged 90 years.

RAILROAD PROGRESS—1828.

Twelve miles of the Baltimore & Ohio Railroad completed.

The first locomotive run in America was the Stourbridge Lion, built in England and run over the Delaware & Hudson Canal Company Railroad in the summer of 1828, by Horatio Allen, the first railroad engineer in America. Only one trip was made as the road was not firm enough to support the Lion, though its weight was only five or six tons.

1829.

Surveys of the Danville and Pottsville Railroad and its competitor, the Catawissa Road, were made by Mr. Robinson in 1828, a report of which he submitted to a meeting of the managers of the former company in February, 1829, in which he stated that the Shamokin route is the preferable one and could be made at small expense. He estimated that a road between Pottsville and Sunbury, with a branch to Danville, all single track, to be run by horse power, can be made for \$626,111. This road now had acquired a popular name of the Central Road, and Philadelphians were urged to subscribe for its building, in order to divert the profitable trade of the Susquehanna that was then going to Baltimore.

RAILROAD PROGRESS IN 1829.

Mill Creek Railroad commenced and finished this year. It extended from Port Carbon to Broad Mountain.

Danville & Pottsville Railroad proposed to connect with it and the Mount Carbon and Port Carbon Railroad, which was also completed this year.

1830.

During this year, the prospects of our road were much improved. In May, Stephen Girard purchased from the trustees of the old United States Bank 30,000 acres of coal and timber land, for \$170,000. Sixty-eight of these tracts were in one bulk, prime coal lands in the region of Girardville, Shenandoah and Mahanoy Plane, a district through which the contemplated road would pass. This naturally caused Mr. Girard to take a great interest in its completion, and he subsequently became its greatest friend and heaviest stockholder—an interest that led the road to be frequently called the “Girard Road.” The united efforts of Sunbury and Pottsville exercised a potent influence for the road, by acquiring the support of Philadelphia in the interest of the Susquehanna commerce.

1831.

On March 6th, 1831, Stephen Girard subscribed for 4,000 shares of the stock of the Danville & Pottsville Railroad, making him the largest stockholder of this enterprise.

In October, Mr. Robinson presented a full estimate of the cost of the road as \$675,000, being graded for a double track, one of which tracks to be for locomotives. The road was divided into two divisions, the eastern and the western. The first extended from Pottsville to the Shamokin Summit, under charge of Moncure Robinson; the western division from the Shamokin Summit to Sunbury, under charge of F. W. Rawle, principal assistant.

At a meeting of the board held in Philadelphia in November, on motion of Stephen Girard, General Montgomery was called to the chair. It was decided at this meeting, that the eastern division should be placed under immediate contract, and the west division also should be commenced, leaving the Danville branch until more funds are on hand.

DEATHS OF MONTGOMERY AND GIRARD.

During the last days of this year, the two most active promoters of the road suddenly died, a great loss to the enterprise.

Stephen Girard died December 26, 1831.

Daniel Montgomery died December 30, 1831.

COURSE OF THE ROAD.

It commences at a point on the Mount Carbon Railroad, $2\frac{1}{2}$ miles northwest of Pottsville; by a deep cut and tunnel of 700 feet, the road passes into and along the valley of Mill Creek until it reaches by four inclined planes, the first summit of Broad Mountain, 1,014 feet above the Schuylkill. Here it descends the Broad Mountain by a plane which depresses the road nearly 400 feet, to a level of $2\frac{1}{2}$ miles in extent, when the sixth plane conducts to another level of 4 miles. The line then proceeds and gains the summit between the Mahanoy and Shamokin Creeks by the seventh plane, and ascending grade then descends the Shamokin Valley to Sunbury on the Susquehanna— $44\frac{1}{2}$ miles.

A branch of 7 miles to Danville is postponed for the present.

THE EASTERN DIVISION—KNOWN AS THE GIRARD ROAD.

Through the kindness of E. C. Wagner, Esq., Assistant Superintendent of the Girard Estate, I was favored with a copy of the valuable articles on this subject, prepared by that talented writer, T. J. Foster, Esq., who had collected the data through several personal interviews with Moncure Robinson. I have taken the liberty to quote quite largely from these papers in order to do full justice to Our Story. I here make the first extract. "It was characteristic of Stephen Girard to take the deepest interest in each and every one of his numerous investments, small or great. In his private business he was acknowledged 'king,' and when consenting to place capital into public enterprises he demanded, and always received a hearing to express his opinions and let the leaders know

just how he would like things managed, and we might add that it was seldom his advice was not taken. So it was with the Pottsville and Danville Railroad. He subscribed for stock to the amount of \$200,000; other individual subscriptions came to \$107,810; and these, together with a loan from the state of \$300,000, gave the company a working capital of \$607,810. As he was the largest shareholder and had promised to see that the progress of the enterprise was not retarded through lack of funds, which might be used later on, it was only natural that Girard should be consulted in the matter of building the road. He devoted much of his time to this venture and aided materially with his advice. Hearing through a friend such favorable accounts of Moncure Robinson as a railroad builder, Mr. Girard expressed a desire to have that gentleman undertake the work of putting the Danville and Pottsville R. R. through. A short time afterwards he had a conversation with the young engineer, in the course of which he asked whether the making of a railroad, such as was projected, was practicable. Mr. Robinson replied that a road could be constructed from Pottsville to Danville, but it was his opinion that it would be twenty years ahead of its time, Mr. Girard differed with him in this opinion and requested him to undertake the building of the road. To this the engineer consented, and while completing the Little Schuylkill road, he commenced his plans for the Danville and Pottsville system. The work was commenced at a place called Wadesville, where the new road was to connect with the Mt. Carbon Railroad. Wadesville is about three miles northeast of Mt. Carbon. Owing to the mountainous character of the country between Pottsville and the Mahanoy Valley, and the difference of elevation between Broad Mountain and Pottsville, various ways of constructing the road suggested themselves to Robinson. One way was to tunnel through Broad Mountain, but on applying for permission to the Legislature to adopt this method, that august body refused to entertain such a proposal for a moment. Another plan was to build the road for a distance of twenty and a half miles at a grade of 40 feet to the mile, or to extend the road 30 miles at a grade of 30 feet to the mile. The mode which he finally accepted was to construct a system of inclined

planes, which would shorten the road and could be constructed at much less expense. This system also reduced the length of the road between Mt. Carbon and the summit of Broad Mountain to $7\frac{3}{4}$ miles."

A CURIOUS RAILWAY SYSTEM.

"In order to complete the road as far as Girardville, in Mahanoy Valley, six inclined planes were constructed, four of which were situated on the Pottsville side of Broad Mountain and dipped north into the Valley. This was truly a wonderful piece of work. It was a system that worked admirably at very little cost, and if the coal trade had demanded it, would never have gone to decay, but would be used today, a monument to man's ingenuity and ability. A simpler contrivance could not have been constructed and yet it worked with perfect ease and safety. Its construction was watched and commented upon by all the scientific men of this country and Europe. Monsieur Chevalier, a French engineer of note who was afterwards president of the famous Cobden Club, was sent to America by his government to ascertain the progress made in railroad and bridge building. He devoted a considerable portion of his famous volumes on Mechanical Engineering in America to a description of the Danville and Pottsville Railroad, illustrating his remarks with tables and large full sheet drawings of the different portions of the road and machinery employed. In fact his is the only correct description of the road in print at the present day, and it has never been translated. It is partly from portions of M. Chevalier's works, which were translated by Mr. Robinson for us, that we are enabled to give anything like a full description of the system.

At Wadesville the road was commenced early in 1831. A distance of 3,857 feet from the starting point brings us to Plane No. 1, its length being 667 feet, its height 105 feet, and its angle of elevation 9 degrees. Just beyond the head of this plane, a tunnel was driven, the work on it being prosecuted from both ends, the two gangs of men working toward each other; and such was the character of the engineer's skill, that the meeting of the two parties was perfect. The tunnel was 800 feet long, and was neatly arched with brick and faced with stone masonry. It was

distant from Mt. Carbon about four miles. It was furnished at a cost of \$22,000. The foot of Plane No. 2 is situated one mile and 1,391 feet north of the tunnel. It was 807 feet long, 202 feet high, with an angle of elevation of 14 degrees. One mile and 3,209 feet from the foot of Plane No. 2, we reach the foot of Plane No. 3. The length of this plane was 550 feet, its height 159 feet and its angle of elevation 16 degrees. From the foot of Plane No. 4 we traverse a distance of 5,000 feet. This incline has a length of 861 feet, is 147 feet high, and has an angle of elevation of $9\frac{3}{4}$ degrees. These are the four planes which faced the south, and were worked without the aid of steam engines. Between them, the intervals of railroad had a descending grade toward the south of 20 feet to the mile and therefore were admirably adapted for horse power. Starting from the foot of Plane No. 4 we proceed up the incline and along the top of Broad Mountain about one mile and 4,059 feet, when we reach No. 5 or the Mahanoy Valley. Its length was 1,625 feet, it was 345 feet high and had an angle of elevation of 12 degrees. It differs from the other planes of the system in being synchoidal. It was really the top of the Girard coal lands. Having descended to the valley, we proceed a distance of more than two miles from the Mahanoy Plane and reach the head of Plane No. 6, the last of the system and the second which dips in a northerly direction. This incline is situated near the thriving town of Girardville, which was laid out years after the first attempt to open the coal fields of the Mahanoy Valley. This town is not wrongly named, for the whole area belongs to the Girard Estate and the surface right is only sold to the parties, who build and make their homes within its limits. The length of Plane No. 6 is 884 feet, its height is 166 feet and angle of elevation $10\frac{3}{4}$ degrees.

A short distance from the foot of Plane No. 6 the operations on the Pottsville Railroad cease, though the road had been graded several miles farther. The popular name for this railway was given it by the people, who called it Girard's road. The road-bed was perfect in every detail and was built to last, for, though years have gone by since it was used, the masonry still remains in many places and the outline of the system can easily be studied

while driving along the country road from Pottsville to Frackville, a busy shipping point on the summit of Broad Mountain. The rails used were of wood, each being exactly twelve feet long, seven inches high and three inches wide. The tramway was completed by placing on the rails flat bar iron imported from Abervale, Wales."

The writer can fully confirm the remarks of Mr. Foster as to the remains that may yet be seen of this historic road. During the month of July this year, with the thermometer at 96 degrees, he made a pedestrian tour over the entire line of the Girard Road and was greatly gratified to find how easily it could yet be traced over its entire extent. He started at the beginning of the road at Wadesville and after passing over a level of a half mile he came to Plane No. 1, very plainly outlined. On reaching the tunnel he was somewhat disappointed, as he had expected to see some fine masonry at the two openings of the tunnel, but the walls had been removed and the openings closed up at the mouth. While at St. Clair, he made some inquiries as to what had become of the nicely dressed stone that ornamented the openings. An old citizen of that town took him to a brick dwelling that had been erected some years ago and said, "There are those stone you asked about, doing duty as the basecourse of that building." They were nicely dressed stone.

From the tunnel, the several levels and Planes Nos. 2, 3 and 4 were passed, where even the foundations of the ties are yet to be seen. The mason work on the culverts over the small streams to the summit of Broad Mountain are still standing, apparently as perfect as some 70 years ago when they were built. When Frackville is reached, we come to No. 5, the Mahanoy Plane that leads us down to the Mahanoy Valley. It is plainly visible over the whole length. The coal tunnel in Bear Ridge is still preserved, and the route of the Girard Road from here to Girardville, its terminal, is principally occupied as a public highway.

At Girardville the stone house, built in 1834 for the Superintendent, is still standing in excellent condition and is now occupied by Superintendent Wagner. This house has quite a history, but time cannot be spared to talk about it now. The road was graded some two miles westward of Girardville to Big Mine Run as the terminal, but

was not brought in use, and it now serves as a public road leading to Ashland. At this terminus of the Girard Road, a lasting monument stands in the culvert over Big Mine Run in a most excellent state of preservation. This culvert is about 100 feet in width, and the beautiful cut stone in it are as perfect and permanent now as at the time of building. On the banks of the culvert, there are several white pine trees growing, whose trunks are about 18 inches in diameter.

1832.

At the beginning of this year, work was commenced on the Eastern division in good earnest. Mr. Girard was so anxious to have this part of the road put in running order, that just before his death he had ordered from England the iron to plate the rails of the road. The task of cutting through a tunnel of 800 feet was quite a difficult one, as at that time there were but few men in this country that were familiar with this kind of work.

Another cause of delay was the trouble encountered in getting the machinery for the planes. Another supplement was enacted this year, extending the time of completion of the road to 1838.

1833.

Work in full progress on the eastern division.

1834.

A RELIEF MEASURE.

On April 8, 1834, the Legislature passed an Act that afforded great relief to our company, in which the faith of the state was pledged for twenty-seven years, for payment of interest at 5 per cent. for \$300,000, to such persons as may loan the above sum or parts thereof to the Danville and Pottsville Railroad Company, to be expended in the completion of the road; and at least two-thirds of the same to be expended on the western end of the road between Shamokin summit and the Pennsylvania canal.

OPENING OF THE GIRARD ROAD.

On September 24th, the eastern division of the Danville & Pottsville Railroad was practically opened. This

division embraces the most difficult part of the line, which reaches the summit of Broad Mountain by easy gradations through the means of four self-acting planes and through a long tunnel that cost \$22,000. The road bed was well prepared, and the fine masonry work of the retaining walls reminds one of English workmanship. The writer regrets that he has failed to find a newspaper account of the opening ceremonies, but fortunately in such absence, the following extract from Mr. Foster's articles will well supply the deficiency:

"Having observed the general outline of the Girard road, we will now turn our attention to its operation. The hoisting apparatus on Planes Nos. 1, 2, 3, 4 and 6 were supplied with long chains, while the Mahanoy Plane was worked with a heavy hempen rope. The railroad was opened for work by the company on September 24th, 1834, with much ceremony, the people coming from great distances to witness the success and triumph of Mr. Robinson's economic and ingenious railway. This gentleman had himself planned the running gear of the different planes, which was really wonderful. Plane No. 6 was run by a balance system, tanks of water being used for the purpose. The course of a stream was changed so as to insure a good supply of water. The tanks were constructed in England from plans furnished by the engineer and were of strong, light iron. The iron works of our country at that day could not make a tank to suit the purpose. These tanks were filled with water and attached to the empty cars at the head of the plane and aided in raising the loaded cars. On reaching the foot of the plane, the water was emptied out of the tanks and they were then hoisted with the loaded cars.

This plan occasioned the use of a great quantity of water and was only successfully operated while the supply held out. But the stream became dry and that part of the road was abandoned. The Mahanoy Plane was also designed to run by water tanks, but on the opening day an accident occurred which caused Mr. Robinson to change the idea. On the trial trip on this plane, Mr. Robinson took a position on one of the cars to manage a brake which had been attached to prevent the cars acquiring too much speed. He made the trip alone, the spectators be-

ing too timid to accompany him. If he had not been alone some one would certainly have been hurt in the accident which occurred.

The cars started on the trip and moved along at a very steady rate, but on reaching the steep portion of the plane, Mr. Robinson was doubtful whether the tanks on the other track were heavy enough to hoist the cars and he did not put down the brake. In this his judgment was at fault, for the cars gained speed rapidly as the rope lengthened on the other track and came to the head of the plane with a rush carrying destruction with them. The scaffolding and machinery were demolished and the solitary passenger was thrown high in the air. Happily he escaped without serious injury, but he realized that something must be done to render future exhibitions of that kind an impossibility. He thought of the steam engine and without waiting to make unnecessary explanations to the spectators set out for the city to procure one.

A DESCRIPTION OF THE ACCIDENT AT THE MAHANOEY PLANE UPON ITS FIRST TRIAL.

Mr. Ephriam Mowry, a son of Jacob Mowry, who was present on this occasion, gives the following description of the accident:

"There was a large crowd present to witness the operation, as there had been a great many predictions that the rope would not be equal to the test it was about to be put to. A train of loaded cars was standing at the foot of the plane; the balance cars, with their tanks of water sufficient to balance the train stood at the head of the plane. Everything in readiness, the cars were put in motion and down went the balance cars and up came the train. Everything appeared to be right and all looked forward to success. When the cars met midway loud cheers rent the air, the speed increased, the brake was applied to the drum but it proved ineffective. Up came the train, it reached the level in front of the frame work where it should have stopped; but the momentum was too great. The balance cars at the foot of the plane did not dump but went on in their course. The frame over which the huge rope ran was crushed to atoms, the splinters flying

in every direction. The drum house was demolished, the rope switching off the drum, carrying destruction in its trail. A man on duty somewhere in the drum house was killed, and several others injured. I, then a boy of twelve years, accompanied my father who was an attache of the engineer corps, witnessed the whole transaction. Of course everything was confusion and the trial at an end. The rope stood the test, but the machinery was defective. Everything, however, was subsequently repaired, some improvements made and the planes successfully operated for a time, but finally this portion of the road was abandoned. There are at the present day two planes over the mountain; one the Mahanoy Plane on nearly the same ground as the old plane, the other at Gordon, below Ashland, and both are successfully operated.

ACCIDENT DELAYS TRANSPORTATION.

This unexpected and unfortunate occurrence was a terrible disappointment to Mr. Robinson. He had exercised the greatest care to insure the successful working of all his complicated system; but the shaft at the Mahanoy plane broke, being composed of inferior metal badly handled by the founder in the casting. But Mr. Robinson had an iron will, and promptly took action to have the repairs made, and a steam engine added to the machinery. He had a Baltimore firm to build a 90 horse power engine. A new shaft, a 33 foot drum and some other fixtures were added. Some nine months were required to perform the work. At that early date there were no foundries and machine shops in the region that some years later had such extensive works, as Haywood & Snyder's at Pottsville, and Allison's at Port Carbon.

Notwithstanding the loss of the plane, small coal shipments were made. The first train of coal over the Girard Road, was made in October 1834. This coal was hauled in wagons up the road to the summit of Broad Mountain and loaded in cars and sent to the canal for shipment. Some 290 tons were thus shipped to Philadelphia.

SUCCESSFUL OPENING OF THE GIRARD ROAD.

About the 5th of July 1835 the Girard Road was successfully opened, all the system working satisfactory.

Quite a number of people were present to see the working of the planes, among others the editor of the Commercial Herald. A portion of his two letters, describing the workings of the Girard Road, we here insert.

EXTRACT FROM FIRST LETTER.

"We took an omnibus (car) at Mount Carbon and soon reached the first plane at Wadesville—667 feet long, 105 feet high, ascended in one minute. Next, passed through the tunnel; then the second plane, 807 feet long and 202 feet in height, which was ascended in two minutes. The next plane, No. 3, 550 feet long and 159 feet high, in 1 minute and 15 seconds; then the fourth plane, 861 feet long, 147 feet high, in two minutes—giving an altitude of 613 feet. These are all selfacting planes.

"The next plane is the Mahanoy Plane, 1625 feet long, 345 feet high, worked by a stationary engine of 90 horse power. Near the foot of the plane stands the village of Montgomery, the point at which the collieries of the company are established, the houses being chiefly the residences of miners. Mr. Thomas Sharp is superintendent here. From here we went on to Girardville, two miles further. In reaching this place, we passed over the sixth plane, 884 feet long and 166 feet high. At this plane, the cars are taken up and down by tanks of water placed on car wheels. At Montgomery (Mahanoy Plane) a tunnel was commenced to Bear Ridge which will be 900 feet through—100 feet already cut. At present the coal is sent down the mountain side in shutes and put in cars—about 80 tons per day.

Mr. William Boyd is superintendent at Girardville."

EXTRACT FROM SECOND LETTER.

Girardville, July 8th, 1835.

"I doubt whether one in ten of the readers of the Herald know "the local habitation" if they ever before heard the "name" of Girardville, and they will scarcely therefore, know my "whereabouts" by the date of this. I must explain. Girardville is the place designated by the late Stephen Girard, as the site of a town, destined at the future day, to be of some consequence; it is situated

on the Mahanoy Creek, twelve miles northwest from Pottsville, and thirty-three miles southeast of Sunbury, on the Pottsville and Sunbury Railroad, in the midst of what is termed the Mahanoy coal region—one of the richest of the state—and on the tract of land bequeathed by Mr. G. to the City of Philadelphia. The railroad is completed (with one track of rails) from Pottsville to the foot of the inclined plane near this place, and is graded to Sunbury with the exception of thirteen miles. The party mentioned in my last, left Pottsville yesterday morning about 9 o'clock and came out here, stopping at the several inclined planes and examining their construction and the operation of the machinery at their leisure. The road, take it all in all is one of the most interesting I have ever passed over. The country through which it passes is wild, mountainous, and extremely romantic, and picturesque. The inclined planes of which there are several of considerable length and an unusual rate of inclination, at first presented such an aspect of danger as to cause the company to hesitate about passing them in the car, but recollecting that the machinery, chain, etc., were capable of supporting a perpendicular weight of twenty tons, without danger of giving way, we came to the conclusion that there could be no danger of its breaking by the weight of one ton merely, and we therefore resolved to show our confidence in the engineer of the road, Moncure Robinson, Esq., by remaining in the car going up and down the several planes;—by the way, we ought to claim no credit on this account since, but a few days ago Mrs. Robinson showed her confidence in her husband's skill and judgment, by remaining in the car as it went up and down the planes; and Mr. Robinson showed his confidence in the strength of the cable and machinery by thus risking, if risk there was, the life of his lately betrothed lady. At any rate all passed perfectly safe, and to show what command those who superintend the planes had over the machinery, they stopped at my request, three cars loaded with two and a half tons of coal each in their descent, and about midway down the plane by the means of the friction machine alone, and with perfect ease. There is but one plane where a stationary engine is used, namely No. 5 which in length, is 1625 feet and rises 345 feet. At the

others, cars are taken up by the descent of coal cars which are always kept in readiness for that purpose, I should except Plane No. 6, however, up and down which the cars are taken by means of water tanks placed on car wheels, and which can be filled in three minutes, and emptied in the same time. The engine at Plane No. 5 is of 90 horse power, and so perfect is the machinery that it is as noiseless as that in the United States mint—at 20 yards distant one would scarcely know that such a thing as a steam engine was within five miles of him. Several of the planes are provided with what are termed “wind-breaks” which I have never seen elsewhere, and which are undoubtedly an important part of the machinery. These “wind-breaks” are simply upright shafts in which are any given number of arms formed of two inch plank about fifteen feet long and 12 or 18 inches wide; the shafts are provided with a pinion at the lower end which is turned by the wheel around which runs the endless chain, to this chain the ascending and descending cars are attached; the resistance of the air upon the horizontal arms, of course checks the velocity of the descending cars, and the greater the velocity the greater the resistance,—hence the danger of too rapid a descent or ascent is almost entirely removed. The horizontal arms or “wind-breaks” can be increased at any time necessity may require.

But I must not dwell too long at the inclined planes; “go ahead” is the order of the day, and we must therefore “be off.” We are now on the summit of Broad Mountain, at the head of Plane No. 5, down which we have now to descend 1,625 feet. A nine inch cable is attached to our car the cable runs around a drum thirty-three feet in circumference; the other end of the same cable is at the same time made fast to two loaded coal cars at the foot of the plane—thus prepared, the engine is started, and down we go, and up comes the coal cars meeting each other midway and as it were balancing each other—now we come to Montgomery, so called in honor of Gen. Montgomery of Columbia County, the projector of this road and an active friend of internal improvements. Here we must call a halt and look at the tunnel which the company are cutting through Bear Ridge—at the coal mines which they are working, and at the extensive preparations for screening

the coal and loading the cars. We propose to examine sundry of the coal mines, in the vicinity, wrought by the company, under a lease from the city, and also to look at the tunnel which has been commenced and which will eventually pass through the mountain called Bear Ridge. The height of this mountain is near 300 feet; it contains several large veins of coal of excellent quality, but intervenes between the railroad and one of the richest coal fields in the state, which belongs to the city. The tunnel of which I spoke, will pierce the base of the mountain, 900 feet through, and thus in effect, remove mountains: it has been carried in about 100 feet, but its further progress is suspended for the want of necessary means to prosecute the work. The completion of it 30 feet further, it is estimated would extend it into some excellent coal veins which might then be wrought to advantage, and enable the company to push it on still further. As this tunnel must be completed before the great and rich coal beds of the Locust Mountain owned by the city can be reached, it is highly desirable that the means should be provided for driving it through with all convenient and reasonable expedition. At the present the mines are wrought on the north side, some fifty feet below the summit, to which the coal is brought and emptied from the cars into a chute, down which it descends about 200 feet, when it enters another chute which passes down an air shaft one hundred feet into the tunnel its present termination, from which it falls into cars and is brought to the railroad. With all these disadvantages, and all the extra labor, the company are now getting out and sending down the railroad to Mt. Carbon, about 80 tons per day. The tunnel when completed will open a passage to the great Mahanoy coal beds and the eastern part of the Girard lands, and will give value to both, which are comparatively valueless now. Having spent an hour or two in examining the mines, tunnel, and other works at Montgomery, we pushed on to Girardville, two miles distant which being the limit of the finished railroad, was of course made the limit of the party's trip, who, after partaking of farther refreshments at the hospitable mansion of Mr. Boyd, the agent of the Girard lands, returned to Pottsville, leaving me where I now am the guest of Mr. Boyd."

GIRARD TUNNEL.

As this improvement was the first effort towards coal mining in the Mahanoy Coal Fields, and as it was under the management of the Girard Railroad, to furnish the principal supply of freight, it properly comes under our consideration. This is so well described by Mr. Foster, that we will use his article on this subject.

"Considerable confusion was caused in the Danville and Pottsville Railroad Company by the death of Mr. Girard, because his subscription of \$200,000 was not entirely paid up and no provision had been made in the will for its payment. The guardian of the estate, however, agreed to pay the balance and the company proceeded with its operations, and though the corporation was not in a very prosperous condition, yet it was hoped that the mines, when opened, would send such heavy shipments over the road as to make it pay handsomely. Mr. Girard the chief patron of the enterprise being dead, there was now no one to open the tunnel. The directors of the railroad therefore decided to mine the coal themselves, and with this object in view, they applied for and were granted by Philadelphia a lease on the lands in the Mahanoy and Shenandoah Valleys, or one might say the entire coal estate then in the custody of the city. It was the intention of the company to develop these vast possessions by mining coal in both valleys, connecting them by a tunnel, planned and commenced by Mr. Robinson, who was then engineer and, who was at that time pushing the lower division of the railroad to completion. The reader may wonder where labor was secured for these operations, that part of the country being so sparsely populated at that time. A little explanation concerning the labor question may be of interest. In the early part of the thirties, when coal was beginning to receive general recognition as a marketable product, money was very scarce among the operators who had been working their mines for some time and had, until very recently, been receiving no return for the investment. In fact, notwithstanding the increased demand for coal and the low wages of the miners, work was frequently suspended at the larger collieries for the lack of funds to pay even a portion of the wages. As just

mentioned, wages were low, miners receiving not more than \$3.50 to \$4.00 per week. Even when the mines worked steady, it was no easy matter to supply the wants of a family with that amount. Then, too the winters were very severe, and it so happened at various times that the mines suspended in the dead of winter and the collieries had to do some great shaping to make both ends meet. It was at such a time, when the North American mine shut down and a party of miners packed a few articles of clothing together and sought the scene of the construction of the Danville and Pottsville Railroad, applying to the contractors for work. They received employment on the road, and were on the completion of their section, removed to Mahanoy Valley, where they commenced the coal operation about to be described. It was about September, 1833, when a colony of these miners repaired to the valley and commenced the work of driving the proposed tunnel, which was to be the grand connection between the Shenandoah and Mahanoy Valleys. At that time the region was as much a wilderness as some parts of the West are now. The valley and its mountainous barriers were thickly covered with immense trees of every description, and an undergrowth almost impenetrable. Game of all kinds abounded. Wolves and panthers were anything but scarce, and in the summer time much trouble was experienced with venomous snakes. It was indeed a wilderness and the Girard Tunnel miners were the first pioneers to attempt a settlement. The company erected a warehouse and all necessary buildings for the miners and the works. Men without families were accommodated at a boarding house, the keeper of which was a very pious man. It was through his enterprise that a Sabbath school was founded, which occupied a room in the warehouse. Few Western pioneers experienced more numerous or embarrassing trials and hardships, than attended this little settlement. The work on the tunnel was commenced in the winter of 1833, and pushed forward as rapidly as possible. The Girard Tunnel, as it is called to this day, was driven in to Bear Ridge on the side of Mahanoy Valley, opposite the plane, at a distance of 3,412 feet from the head of incline. The idea was to drive the tunnel to tap the large coal seams, which were known to exist in this mountain, and

ultimately to push through to the opposite side of the mountain. From a survey made by the engineer, it was supposed that the tunnel would be 125 yards long. When the work had proceeded 100 feet the miners claimed to have found that coal was distant about 30 feet. But to reach it they would have to drill through solid rock, and here the work of extending the tunnel ceased on account of a scarcity of funds. The tunnel had been made high and wide enough to admit one of the railroad cars, because it was hoped at a future date to extend it through to the Shenandoah Valley and drain that basin, with a branch of the old Girard Road."

Total coal shipment over the Girard Road.

1834	290 tons
1835	6,200 tons
1836	12,304 tons
1837 about	6,207 tons

Total25,000 tons

During the above period the road also transported about one million feet of lumber. In 1837 hard times prevailed, banks suspended specie payments, our state government was crippled in the finances and the price of coal was reduced by over production. These causes led the railroad company to stop the development of the coal lands, and in 1838 it was practically abandoned. The coal cars, some of the tanks and other useful articles, were taken to the Western Division or Shamokin Road, which was opened for coal shipment to the Pennsylvania canal this year. Thomas Sharpe the superintendent and some other officials came to Shamokin to assume management here. The Danville and Pottsville Railroad now assumed a new position, being connected into two portage roads; the eastern division of 12 miles became a portage in name to the Schuylkill Navigation, and the western division of 20 miles served as a portage to the Pennsylvania canal at Sunbury, with 12 miles between the two portages unopened. The Girard mines were idle for 25 years, when 1862, Colonel Connor, one of the pioneer coal operators of the Mahanoy region leased a tract of the Girard Estate and erected the Connor colliery, which went in operation during April, 1863, and in the 7 months of that year ship-

ped 40,788 tons. During 1905 the output of coal from the several collieries on the Girard Estate reached two million of tons or about 3 per cent. of the anthracite tonnage for this year, returning to the Girard Estate the snug sum of \$588,645, in net receipts. These returns emphasize the truth of Robinson's answer to Girard when he told him the road was 20 years in advance of the times. This ends our story of a historic railroad so far as it concerns the eastern division.

THE DANVILLE & POTTSVILLE RAILROAD— WESTERN DIVISION.

1834.

Having followed up, in our story the completion of the Eastern Division, which had become a feeder to the Schuylkill Navigation Co., we will now turn attention to the Western Division, which to this time had suffered entire neglect. It was evident that the new line, passing through the Shamokin Valley with no mountains to obstruct its passage, could be graded at much less expense and time. It was, indeed, a natural route for a railway, where all such draw-backs as tunnels and incline planes could be avoided. Our State Government and the managers of our road, recognizing these facts, and the importance of securing a valuable feeder to the Pennsylvania canal, in the article of free burning Shamokin coal, suddenly awakened to the importance of the Western Division, and took early measures for its construction.

During the early part of July 1834, grading was commenced all along the 20 miles of the road between Sunbury and Shamokin. The greatest difficulty met with was erecting some six bridges across Shamokin Creek. Great progress was made in the work, and at the beginning of the summer of 1835 all the road from Sunbury to a point one mile east of Shamokin was graded ready for track laying.

THE BEGINNING OF THE TOWN OF SHAMOKIN.

1835.

The fair prospects of our railroad being completed at an early date, and mining operations commenced in good

earnest, were the inducements that led John C. Boyd to lay out his coal tract in building lots for a mining town. On March 1, 1835, the town of Shamokin was laid out by Kimber Cleaver, a member of the engineer corps. Three houses were erected the same year. A correspondent of a Philadelphia newspaper, who visited this embryo city and future metropolis of Northumberland County, gave the following amusing account of his trip:

Shamokin, P. O. (Paxinos), July 9th, 1835.

"I have just returned from a short ride of six miles to the termination of the graded part of the western section of the—allow me to call it "Girard Railroad"—being accompanied by the assistant engineer, Mr. Totten, to whose polite attentions I am much indebted for much of the pleasure of the trip through the mountains. The road from this point (which is on the Shamokin Creek, thirteen miles east of Sunbury) passes up the creek, principally through an almost uninhabited country—the population, at least, is very sparse. Some three or four miles up we came into the Shamokin coal region by the mines of which the country below, as far as Sunbury, is supplied, and from which, when the road is completed, large quantities will be sent to the Susquehanna River for exportation. On arriving at Mr. Boyd's mines, near the terminus of the graded part of the road and amidst the solitary mountains, we were gratified to see a large two-story dwelling house, a large store, barn and other out-houses erected and nearly completed in a neat and handsome style. But if our surprise was great at observing such buildings in such a place, judge what it must have been when, on our return, we met five or six wagons loaded with furniture, women, children, cats, dogs and chickens, and accompanied by cows, calves, sheep, and pigs, wending their way up the railroad to these very buildings, where Daddy informed us, he was about to open a tavern. From whence his guests were to come I could not, for the life of me, conceive, at least until the road should be completed to his place and the mines be worked. The next building erected, I suppose, will be a blacksmith shop, when the place will have all the attributes of a town in a new country, and will be entitled to a postoffice."

COMMENCEMENT OF THE WORK.

As stated above, work was started on the Western Division in the spring of 1834, and the entire road bed from Sunbury to Shamokin and one mile beyond, some 20 miles in length, was all graded by July 1835. A large force was put on this job, principally Irish, from the public works who were skilled in the handling of the pick, shovel and wheelbarrow, and also of the cudgel in case of disagreement. The most important functionary among these men was the gigger boss who was more respected than the paymaster.

HOW THE SUPERSTRUCTION WAS PUT DOWN.

For a good description of the early method of track laying, I will draw upon an interview I had in 1890, with Peter Boughner, who was the foreman on this occasion, and afterwards, a supervisor for the Pennsylvania Railroad. He said, "when the grading was started I went on as a common laborer at first, as the wages on the road were much better than I could get at home. I was soon promoted, as it was noticed that I had some experience at this kind of work. Here I again met my friend Cleaver on the engineer force, who was now promoted to the use of an instrument. Mr. Totten had the charge of this division under the supervision of Mr. Robinson. The road bed was graded 22 feet wide, being intended for a double track when the second one was needed. This permitted a space of 5 feet between the tracks. The track we put down was on the north side of the road bed while the road was being graded, the bridges that were to span Shamokin Creek at four or five points, were put up. They were models of good workmanship for those times. It was then decided, as the basin at Sunbury to connect with the Pennsylvania canal had not been finished, the railroad should only be completed to Paxinos, and the remainder of the graded road, when the basin was prepared for coal shipments. During August the work of superstructure, as it was then termed, was commenced in good earnest and pushed ahead with all possible dispatch. Why there was so much haste I really cannot tell. Sills by the thousands were hauled on the ground, that had been hewed by such

of the neighboring farmers along the line as had suitable timber. All the saw-mills far and near were working day and night in sawing white oak rails for the track, and strap iron, imported from England (no tariff then) was distributed along the whole line. In three months the road was completed between Sunbury and Paxinos, ready for the cars to run. The formal opening of the road took place on November 26, 1835, at Paxinos. As you are well posted on this point I will proceed with my story.

I acted as foreman in putting down the track, and here my knowledge of the carpenter trade and the experience I had gained on the Girard road, stood me well in hand. I will just here tell you how the track was laid as it was a very complicated affair. At the present time, an experienced foreman like Benny Lake would put down 10 miles of track with less labor, while we were putting down one mile. In the first place we would dig out trenches 18 inches deep and five feet apart. These would be filled to the proper height with broken stone when we would put down the sills, regulated by a level board. The sills were gained so as to receive the white oak rails, which were 5x9 inches and 10 or 15 feet long. The rails were secured by oak keys with two bevels. Much skill and practice was required to make these gains and keys so that they would well secure the wooden rails. Two Yankees brought a machine to Reed's saw mill to make these keys, which helped us very much. When the wooden rails were properly placed and secured to the sills, the strap iron of various lengths, and 2½ inches wide and a half inch thick, was fastened to the rails, by spikes about one foot apart. Should the rail be crooked, it would be hewed so as to be even with the rail on the inside, when it would not interfere with the flange of the car wheels. And then the sills in the middle would be hewed off and covered with earth so that the horses attached to the cars could travel with greater ease. So you see we had a great deal of work that is not now required since T rails are in use.

Our work then at its best was a flimsy structure requiring constant care and repairs. For horse power it might have done but for locomotives it was unfit, as the

rails would spread, especially on curves, and the strap iron was constantly working loose. Samuel Yost who was a repairsman at that time can tell you the trouble he had to keep the road in running order for the two little locomotives—mere dinkeys—while they were here. I often think of those days, and compare the poor roadway of 1835 with the solid tracks of the Pennsylvania Railroad Company, their heavy T steel rails and all the devices connected therewith."

Letter of Moncure Robinson to the President of the Danville & Pottsville R. R. Company.

Phila., September 10, 1835.

Since the date of my last report to the company, the grading and masonry on the western division of the road have been completed, as well as the superstructure of the bridges, with the exception of the two across the Shamokin, near Sunbury. These last have been delayed, in consequence of the failure of the timber contractor to deliver in season some essential portions of his bill. The deficiency has lately been supplied, and these bridges may now be expected to be completed in the course of three or four weeks.

Agreeably to the instructions of the Board then in Philadelphia, a contract was made on 31st of July last, for the iron spikes and end plates necessary for the superstructure of fourteen miles of road next to Sunbury. The iron has already been shipped to Sunbury, and the sills and rails for the whole of the western division has been provided, so that no delay will probably arise in laying down the 14 miles of superstructure, which I have ordered to place under contract. It is presumed that it will be completed, at any rate, in all this year, and that it may be used for the transportation of passengers, on or before January 1st.

On the western division of the road, it seems to be almost unnecessary to lay down the superstructure between the crossing of the center turnpike (Paxinos) and the coal mines (Shamokin) until some accommodation shall have been obtained for the coal trade at Sunbury. The Board will probably deem it expedient to present an application on this subject to the next Legislature. If an appropriation should be made by this body to effect at this

point a connection with the Pennsylvania canal, by means of a guard lock and basin, there can scarcely be a doubt that in a short time an active trade would exist on this portion of the railroad."

MONCURE ROBINSON,
Chief Engineer.

DANVILLE & POTTSVILLE RAILROAD, WEST- ERN DIVISION.

OPENING CEREMONIES.

The celebration of this event took place on the 26th of November, 1835, in pursuance of notice and invitation from the Chief Engineer, G. M. Totten, Esq.

The two elegant and commodious passenger cars, lately built at Pottsville, large enough to convey, inside and outside, about 30 persons each, having been placed on the road, upon the banks of the Susquehanna, the ringing of bells at 12 o'clock, with the joyful cheers of the traveling party and spectators, announced their departure from the engineer's quarters at the western end of this completed division. Two of Mr. Weaver's mail coach horses drew each car, if drawing of them can be called.

Passing over an excellent line of railway, which excited admiration from every one, while they passed up the valley of the old Indian Shamokin, which we crossed four times in its meandering, upon good and substantial well-roofed bridges. At 2 o'clock we reached our destination, having made several calls upon the way. It was observed that, lofty as the cars were, these bridges did not, like on some other roads, say to the upright traveler on the top, "Upon thy belly shalt thou go."

Nearly the whole of this division of the road is laid through a series of farms, where level meadows and plentiful orchards, the undulating hills on either hand, often cultivated to the summit, and the tall timber of the valley, through which, at intervals, gleams the silver-faced Shamokin Creek wending its way to the Susquehanna, form altogether such scenery as is rarely equalled.

That this avenue between the Susquehanna and the Schuylkill will be profitable, as well as pleasant, appear to

be free from doubt in the minds of those who have bestowed sufficient attention on the subject. The Girard coal fields, now the estate of Philadelphia, and the Shamokin field also, abound with anthracite coal of the best quality. That from the former, with the timber of the Mahanoy Valley, is now transported by the eastern part of the railroad to the Schuylkill; and 500 or 600 tons per day can be passed over the plains; while the anthracite of the Shamokin mines will be sent westward to the canal basin at Sunbury, Pa. The cars returning from Sunbury, which otherwise would be empty, will carry eastward the produce brought from the two branches of the Susquehanna, and those returning from the Schuylkill will convey westward, merchandise from Philadelphia, through the center of Pennsylvania and to the center of the state of New York. Thus a rapid and reciprocal trade, of the most advantageous nature will be prosecuted, by route seventy miles nearer than by the Union canal, and travelers and mail will arrive at Sunbury from Philadelphia in ten hours, or a one-third of the time now required by the way of Columbia; and thirty hours will carry them by this route from Philadelphia to Buffalo. In the whole distance only one mountain will be crossed over, and that is already surmounted.

But it is time to return to the celebration. The cars were met by other citizens at the eastern end of this completed division, where a dinner was prepared, in such profusion and excellence as showed that the various modes of INTERNAL IMPROVEMENTS were perfectly understood. The oldest citizen of Sunbury and oldest member of the Bar attending, Daniel Levy, Esq., was appointed President of the festivity; Lewis Dewart and Charles Donnell, Esqs., Vice Presidents; Peter Lazarus and Daniel Brautigan, Esqs., Secretaries; and Hugh Bellas, Esq., was requested to deliver the address. The following were some of the toasts:

By the President—The memory of Girard and Montgomery, the founders of our railroad. (Drank standing.)

By Vice President Dewart—The president and managers of the railroad—faithful to their trust—preserving in a good cause,

By Mr. Bellas—Moncure Robinson, Esq., our chief engineer, whose science has triumphed over the mountain—whose labors insured success—whose estimates never fail.

By Vice President Donnell—The corps of engineers in charge of the D. & P. R. R.—the skill that they have displayed in the execution of the work proves them to be masters of the science they profess; while their courteous demeanor has endeared them to their associates.

By P. Lazarus, Esq.—Our absent friend W. S. Campbell, lately principal assistant engineer of our railroad.

By D. Brautigan, Esq.—Our present friend, G. M. Totten, Esq., the worthy successor of Mr. Campbell.

By G. M. Totten, Esq.—The citizens of Sunbury, distinguished for their hospitality and courtesy to strangers.

By a guest—Our friends from the west of the Susquehanna, who attend and rejoice with us in the success of this improvement.

By H. P. Masser, Esq.—The sub-assistant engineers, whose capacity, attention and fidelity, have so much contributed to the success we celebrate. "Friends, go up higher."

By Charles Hegins, Esq.—Local improvements, like the separate cultivation of our intellectual faculties, while they benefit and enrich the part, increase the resources and strength of the whole.

Sent by Col. Paxson—Our railroads and canals—the pride of our state; the people look with confidence to their completion, guided by the hand of judicial economy.

By Peter Weimer, Esq.—(After the address) Hugh Bellas, Esq., the view he has just afforded us of the present work, shows how intimately he has been connected with its origin and completion.

By the company—Mr. and Mrs. Day—Our host and hostess; may all their days be days of peace and their nights be nights of repose. (Mr. Day was an eastern man who had the contract of the work on the section that terminated at Paxinos.)

ADDRESS BY MR. BELLAS.

The honor and origin of the project of connecting the rivers, Susquehanna and Schuylkill by railway, were due,

it was believed to Gen. Daniel Montgomery, in whose lamented death the community in general as well as the friends of the road, sustained a great deprivation. In his knowledge of mankind and of the affairs and interests of men, few equaled Daniel Montgomery.

The enterprise was first sanctioned by an act of Legislature, in April 1826, authorizing the incorporation of a company to make a railroad from Danville merely to Pottsville. Under this nothing was done. In April 1828, another Act of Assembly authorized, and required the company to make a line of the road to Sunbury; thus embracing the commerce of both branches of the Susquehanna, immediately below their confluence. During the summer of 1828, Gen. Montgomery, then a Canal Commissioner, obtained the services of Moncure Robinson, Esq., in running various experimental lines, and exploring the woods and waters between Danville and Sunbury and Pottsville, to ascertain whether it was practicable to connect the rivers by a railroad. This resulted in a report from Mr. Robinson, that the route was practicable, and he submitted to the company an estimate of the expense. Gen. Montgomery's penetration and remarkable knowledge of man, induced him, very soon, to fix his attention, and rest his full confidence on Mr. Robinson, as an engineer of uncommon capacity and requirements. He had just then returned from Europe fully possessed of all knowledge afforded by the railroads of Great Britain and their latest improvements. Together they traversed the woods and climbed the hills and searched the valleys for favorable routes. With great labor and exposure, but with greater ardor and resolution, they persevered until finally satisfied that a superior road to that contemplated, ought to be constructed, and that a location could be made saving a rise and fall of 354 feet from the first proposed route, in passing the Broad Mountain, besides shortening the road and dispensing with these inclined planes. These important facts were stated in Mr. Robinson's report in October, 1831, with an estimate of the cost at \$675,000. This was predicated upon grading the road from Sunbury to Pottsville for a double track, with a single track, and the necessary turnouts laid down, until increasing business should render a second track necessary. It included the

tunnel of 800 feet, the planes and the stationary power, and a superstructure sufficient to sustain transportation by a locomotive engine. This report was adopted and sanctioned by the company, and this system has been pursued from that time until the present. The successful progress of the work and its complete triumph over the chief difficulties, fully bear out the statements and calculations. Even the formation of the road over Broad Mountain, with its tunnels and planes, was completed at 7 per cent. less than the estimate. But the great loss sustained in the falling of the main pillars of the structure, Girard and Montgomery, chilled the ardent hopes of our friends and but for their double and appalling loss, the whole road would probably have been already finished notwithstanding the desolation which swept the mining region of Schuylkill, and the depreciation of coal lands, through which 20 miles of this road passes. It is well known that the sudden illness of Mr. Girard preventing his appropriating \$300,000, to the completion of this work, besides his original subscription of \$200,000. That sum was given to the commonwealth by his will, and she has not been regardless of the road, nor of her own canal, since she has guaranteed 5 per cent. interest, for 27 years, upon stock to that amount. This judicious aid to a communication, which will in a short time, pour millions of coal tonnage into the Pennsylvania canal, has been the means of completing the firm and beautiful road, traveled over this morning, and the opening of which is now so justly the subject of rejoicing.

In the summer of 1832, the formation of the eastern division of the road was commenced in conformity to the desire of Mr. Girard, and to the decision of a general meeting of the stockholders and more than half was done before the close of the year. In his desire to prosecute the work vigorously, he ordered at once from England, the iron to plate the rails for the road. More fully to enjoy its advantages, he effected arrangements and compromises with those who held conflicting claims to his large estates in the Mahanoy coal field. There the town of Girardville was laid out, and saw mills and other improvements were commenced by him, all of which are now by his will, the property of Philadelphia. This portion of the road ex-

tending from Mount Carbon road, north of Pottsville to Girardville, was completed about the close of 1833, with all its superstructure, machinery, planes, fixtures and tunnel of 800 feet, at the estimated expense of \$190,000; forming a railway from Girardville to Mount Carbon of about 12 miles. The formation of the road has been extended westward from Girardville 2 and $\frac{1}{2}$ miles, upon which it is understood, more extensive operations (coal) will soon be commenced. In July 1834, the formation of 20 miles of the western portion was commenced and finished early last summer. In August last contracts were made for laying down the superstructure of $13\frac{3}{8}$ miles, from the margin of the river at Sunbury to this place (Paxinos) and now at the end of three months it is finished and traveled. Eastward of this point, running into the coal fields some distance, 6 and $\frac{1}{2}$ miles of road are formed and ready for superstructure. The sills and rails are all on the spot and can be laid down in three weeks; and WILL BE LAID, whenever the coal harbor at Sunbury, with its lock to pass the coal boats into the great basin of the Pennsylvania Canal. Then without delay there is reason to believe, the locomotives will be seen with giant strides, sweeping along the Shamokin Valley with their trains of burden from the mines and their cars of passengers from the sea-board cities. This is no illusion of the fancy. To extenuate the slender means, or exaggerate the immense results, is alike unnecessary. The stability of the road now completed is adapted to a locomotive of 100 horse power—and has been completed in the superior made so obvious to all, at only \$8,000 per mile. While other roads estimated at less than \$12,000 have cost more than \$40,000 per mile; this with all its showings and handsome bridges, is kept down below the estimate. Mr. Robinson and his corps have saved the company, even in this division at least \$30,000 yet all unite in pronouncing its material and work the best they have ever seen. Friends of the railroad, have we not reason to rejoice in the triumphant progress of this magnificent work. Even now the portion done is to be kept not for a show until all be completed, but to be made immediately useful. The conveyance of passengers and the mail commences here without delay, and henceforth the road will

be readily traveled. Instead of one of the roughest and one of the hilly portions of the turnpike, travelers will find in these comfortable cars, repose from fatigue and some saving of time as well as of expense.

The friends of the railroad owe much to their chief engineer, and they are not insensible to their obligation. Even the boys of Sunbury, at one of the illuminations for some success in the road, raised a bonfire in his honor, aloft upon an eminence, and in shouts of joy around it, called "MONCURE ROBINSON." The road owes much of its success to his judicious selection of his engineer corps. They have always exhibited efficiency without ostentation, ability without boast, industry and activity, with intelligence, modesty and urbanity. As the time is probably at hand, when their residence will be further removed from Sunbury, every one will bear cheerful testimony to the propriety of their deportment.

DEVELOPMENT OF SHAMOKIN COAL LANDS.

Previous to 1828, the owners of tracts, being nonresidents, had but crude ideas as to the valuation of their lands. The assessments on them for a number of years were as low as 25 cts. and 50 cts. per acre. The timber water-power and fertility of the soil made the basis for valuation—the coal, lying beneath the surface was an unknown quantity. Many of these land owners, disgusted with their holdings, let their lands be sold for the taxes.

But when the Danville and Pottsville Railroad was commenced and the great waterways of the state were placed under contract, the city papers were filled with glowing accounts of the great mineral wealth of the coal regions, the large quantity and excellent quality of coal found in the openings made, and the preparations in progress to carry it to market. These accounts naturally interested investors, many of whom came to this section to investigate the prospects for themselves. As an illustration we subjoin the following instance:

At this period there resided in Lancaster City, George Heckert, a retired lawyer of considerable means, whose attention had thus been called to our section. During the summer of 1835, accompanied by his friend Mr. Parke, they started on an expedition to this land of promise.

Neither of them knew anything about coal and coal mining, but Mr. Heckert was a man of good judgment and inquiring mind. They traveled on horseback prepared for a rough journey through the mountains. Leaving Lancaster they came to Harrisburg and thence up the river to Mahanoy Creek. Here they rode up the Valley and where Trevorton is now located, stopping over night with Mr. Rennie, an intelligent Scotchman, who was making some coal openings in Zerbe Gap. They examined his drift and asked many questions about the coal measures. These were the first coal works they had ever seen. As there were no prospects of an outlet to market, the next day they rode to Shamokin, then a hamlet of three homes. The railroad had been graded to this point, and several fine coal properties had already exposed the coal veins on their premises. Having spent several days here in viewing these properties, they proceeded to Mount Carmel and spent a short time there.

They next journeyed to Girardville where they were greatly interested, as here they first saw the coal mined, and loaded on cars and by planes transported to the Schuylkill Canal. From Girardville they rode to Pottsville, then the centre of the coal trade, where they consulted with Burd Patterson, a leading authority on the coal business. He advised them to invest in coal lands in Schuylkill County, but they seemed to favor Shamokin, and soon after purchased the Buck Ridge tract of 848 acres, which proved to be one of the most valuable properties in the Middle Coal fields. They formed a company called the "Lancaster Company," consisting of Heckert, Lane and Parke, and proceeded to develop their property.

1836.

A PERIOD OF DEVELOPMENT OF THE COAL MINES.

The "Lancaster Company" opened some drifts, erected several houses, and built a lateral railroad of one-fourth of a mile, connecting their mine with the Danville and Pottsville Railroad. By this early preparation they became one of the first shippers from the Shamokin region. Drifts also were opened on the Wetherell and

Brady tracts and at the Boyd Stone Coal quarry. About 100 tons of coal were mined, hauled in wagons to Paxinos and there put in cars and taken to consumers along the line and at Sunbury.

1837.

Through the urgent request of those who had opened mines, the track between Paxinos and Shamokin and one mile beyond, connecting with the lateral road of the Lancaster Company was laid. On August 15th, the road between Sunbury and Shamokin was opened with considerable ceremony. Some cars of coal were hauled by horse power for the local trade, but no record of the tonnage was preserved. A few passengers were occasionally carried over the line.

1838.

MORE AID FROM THE STATE.

On April 14th, 1838, further aid was extended to the road by Section 2 of a supplement which reads as follows: "The Governor is hereby authorized to subscribe stock to the amount of Fifty Thousand Dollars to the stock of the Danville and Pottsville Railroad Company, to be expended in making the necessary improvements upon the west section of said road, and in the further extension of said road eastwardly from its present point of completion, 20½ miles from Sunbury, and that the line of the railroad from Pottsville to Port Clinton shall be located through or near the Borough of Orwigsburg, unless the ground on examination be found impassable therefore." Some time previous, the Legislature had added a supplement to the charter of this road, allowing it to extend its line to Port Clinton. The Reading Road had reached Reading and was arranging to make an extension of its line to Port Clinton. By the completion of these two extensions, a continuous passage by rail between Sunbury and Philadelphia would be given to the traveling public, which a few years later was utilized by the Reading Road.

LOCOMOTIVES ORDERED FOR THE WESTERN SECTION.

Soon after the appropriation of \$50,000 was granted, the Board of Managers ordered from Eastwick and Harrison, of Philadelphia, two locomotives for the Shamokin section, to be completed at as early a date as possible. Great preparations were made for this change in motive power. Thomas Sharpe, the Superintendent, moved his quarters to Shamokin, and Patrick Reily, Master Mechanic of the Mine Hill Road, filled that position here. Weigh Scales were erected at Sunbury, under the charge of John Budd. Turning tables and sidings were put down, and engine houses, machine shops, etc., were erected.

TRIAL OF THE NORTH STAR, THE FIRST LOCOMOTIVE.

This event took place at Shamokin, on August 1838, and was a red letter day for the town. From an interview had with Samuel Yost, who was connected with the road on this occasion, a graphic account is given of the affair. "During the summer of 1838, the first locomotive was drawn from Sunbury to Shamokin by horses, and Mr. Eastwick fixed it up for running in the machine shop. After a few weeks it was completed, and on trial was found to be alright. A grand opening was then announced and thousands flocked to see a locomotive pull a train of cars to the Susquehanna River. After a fine dinner, served in the machine shop, and some good speeches, the train was made up by Superintendent Sharpe. It consisted of the "North Star" engine, two passenger cars, the "Shamokin," and the "Mahanoy," and about thirty, four wheeled trucks provided with seats.

But few of the people gathered together this day had ever seen a locomotive before. It was an object of wonder. Many, especially the women and children, were afraid to go near it at first, and its first shrill whistle spread consternation among them. Some of the men from the Mahanoy, in Pennsylvania Dutch, expressed grave doubts about the curious machine being able to pull such a load. A brave young farmer from Cameron

Township, who boasted of his great strength, took hold of the engine and threatened to lift it from the track. His failure caused a great laugh and many jokes in Dutch were made at his expense. As the ride was free, the cars were soon all loaded. The time of starting having arrived, the whistle was sounded, and the train pulled out amid the shouts of the spectators.

Great throngs of people assembled at different points along the line to witness the novel sight. In testing the water gauges at Reed's Station, a number of women were terribly frightened by the escape of water and steam. The locomotive of course was a wood burner, and the sparks from it flew thick and fast in every direction, especially when they would run out of steam, and would have to stop and get dry fence rails to fire up again. The passengers, to protect themselves from the burning sparks, raised their umbrellas and parasols. These were burnt full of holes and many of the people had their clothes ruined."

SOME REMARKS ABOUT OUR TWO LOCOMOTIVES.

Following the "North Star" a couple of months later, the "Mountaineer" arrived at Shamokin, being in all respects like its running mate. These locomotives weighed about 6 tons each, had long smoke stacks as large as their boilers but no cabs for the engineers nor bells or sand-boxes, and I think no head lights. They had only one set of driving wheels and a steam capacity of about 65 or 70 pounds. The wood cuts of engines of this period as found in early prints, are pretty correct figures of our two locomotives and probably bore a very close resemblance to Stephenson's "Rocket" that first appeared some 9 years previously. It was my good fortune to see the "North Star" in 1839, the first locomotive I ever beheld. With boylike curiosity I viewed it carefully at a respectful distance.

In the early history of locomotives, the engines were designated by fanciful names. Stephenson named his first engine, the Rocket, others in England were called, Ajax, Sampson, North Star, etc., while in this country the

first locomotives were called the Stourbridge Lion, the Best Friend, Old Ironsides, etc. Our "North Star" was named after an English Engine, and the Mountaineer was a very appropriate one for our region. Benjamin Katterman and Geo. Shipe were the first regular engineers of our two engines, and they claimed to have been the first engineers of Central Pennsylvania.

For the passenger traffic three coaches were furnished, all on four wheeled trucks. The Black Hawk was a mere sheep pen which would only seat eight persons. I often saw the Black Hawk in after years doing duty in Bittenbender's Shops, as a receptacle for the storage of bar iron. The other two coaches, the "Shamokin" and "Mahanoy," both four wheeled ones, were regarded as very handsome and termed as pleasure cars, each of which would seat about eighteen persons. The fare to Sunbury was 50 cents, but no tickets were issued. The two locomotives would make one or two trips a day, just as the coal business demanded. The coal tonnage for 1838, was 4,104 tons.

1839.

The coal trade was improved by the new outlet afforded by the Pennsylvania Canal, but shipments were frequently interrupted by breaks in the newly made banks. The tonnage for 1839 was 11,930 tons. In the fall of this year after the shipping season was over, Mr. Sharpe resigned his position to take charge of the Fredericksburg Railroad, Virginia. Mr. Sharpe while at Shamokin, was working to invent a coal burning locomotive, but seems to have failed in his work. He and his master mechanic had invented a car spring, and for a model, a new car was built with this spring attached and hauled to Reading and placed on the Reading Railroad with anthracite coal and sent to Philadelphia, working quite satisfactorily. My informant, Mr. Bittenbender states that this was the first car of coal shipped on the Reading Road.

1840.

In the beginning of this year, Samuel R. Wood was appointed Superintendent of the Danville & Pottsville

Railroad Company. Mr. Wood had been a leading director in the Shamokin Coal Company, and in the management of this company had acquired the reputation of a good business manager, that would be valuable in his new position.

CLIPPINGS FROM THE SUNBURY AMERICAN DURING 1840.

September 12.

"The Shamokin Coal Region connected with this place by a railroad of 20 miles, which a few years since was a solitary wild, untrodden by the foot of man save the solitary hunter in pursuit of game, is now teeming with a hardy and industrious population. The town of Shamokin, a new village containing about 100 houses, has sprung up as if by magic since that period."

Sept. 19.

"We have been informed that the flourishing town of Shamokin, according to the late census, already numbers about 500 inhabitants. Three years ago the site of the town was a perfect wilderness. We distinctly recollect when Coal Township was erected, two or three years ago, an objection was raised that it contained but 17 votes. It will now poll about 200 votes. Notwithstanding the pressure of the times, the town still continues to improve."

November 7.

"Such is the demand for the coal of our Shamokin Region, that the operators find it impossible to supply all orders received. A double set of hands are constantly employed, working the mines night and day, while both locomotives are kept on the road bringing in coal. Yet we doubt whether the quantity brought in will be more than half as much as might be readily disposed of in the market." With the efforts then made for big shipments with two locomotives on the road, as shown by above excerpts, we find that the week ending November 13, only 792 tons were shipped, or about 132 tons per day. This daily shipment can now be carried in four cars and the week's tonnage in a train of 23 cars.

Is this not a good object lesson to show the wonderful improvement in railroad transportation? Coal tonnage for 1840 was 15,928 tons. The annual report of Superintendent Wood will complete this year.

REPORT OF THE SUPT. AND MANG. OF THE DANVILLE AND POTTSVILLE R. R. CO.

Gentlemen, In a communication which I made in September last, I stated the difficulties which existed in the early part of the season, (When I first took the superintendency of the Road) and which prevented our commencing operations until the 19th of May, 1840. From that period until the closing of the navigation of the Susquehanna by ice, nothing occurred to prevent the regular trips of the locomotives; and all the coal that was mined by the several operators was promptly taken to Sunbury. The quantity was not so great as was anticipated or was as wished to be sent by the operators; but the diminution of quantity was not occasioned by anything in connection with either the railroad or the engines. A contract of 10,000 tons of coal to be delivered at Danville had been made, the delivery of which was arrested by the stopping of the canal on the North Branch in the early part of July and the canal was not again opened until the middle of October thus leaving a very brief period for the use of boats in that direction, and preventing the fulfillment of this contract by more than 7,000 tons. The dam across the Susquehanna at Sunbury, has been for a long time in bad order, and when the water becomes low, the levels between these points and Duncan's Island are invariably deficient. After the first of August, the boats were not only prevented from taking full loads, but were so long detained as materially to affect the trade; being kept nearly as long in making their trips as would otherwise have been necessary. These difficulties were the more felt from the want of boats on the Susquehanna; to supply the deficiency it is believed 500 boats more will be required. From these several causes there has been at least \$7,000 less received in tolls on the road than would have been, had these difficulties not existed; while the expenses would have been but a little more. There were

transported over the road by motive power from May 17th, to December 23, 1840, inclusive:

STATEMENT OF TRANSPORTATION.

Anthracite coal	15,373 tons
Flour, feed, beef, pork, etc.....	265,052 pounds
Stone	371 perches
Lumber	36,155 feet
Lime, grain and seed.....	2,007 bushels
Passengers.....20 miles.....	1,805
Passengers..... 8 miles.....	625
Passengers..... 6 miles.....	583

3,013 Passengers

The amount received for all the transportation during the last year was \$11,187.62. The sum was sufficient to meet all current expenses; to keep the road, &c., in order; and to pay the extraordinary expenses incurred for repairing the engines, cars, roads and bridges before operation could be commenced in the spring and which were not chargeable in this year's business; but for these extra expenses and the interruption on the navigation of the canal, there would be a handsome balance; enough it is believed to have paid most of the debt. We hope we shall be enabled to discharge these debts from the profits of next year. Estimates have been made to keep the road, engines, and cars in good repair, and as we shall be ready by the first opening of navigation to commence operations, we may reasonably calculate that the receipts will be more than double next year. We are strengthened in this belief from a fact that the coal of Shamokin Basin has been distributed along the waters of the Susquehanna to Baltimore and all who have used it, attest its good quality.

Baltimore, which has hitherto had its supply from Phila., can now receive it from Shamokin at as cheap a rate as it is delivered by the latter city, and it is believed will require the present year three times as much for consumption as was sent during the past. The smelting of iron with anthracite coal has already given an impulse to the trade of this road. The immense masses of iron ore

discovered on Montour Ridge, and this ore of the very best and most approved quality, has demonstrated this region to be one of all others, the best adapted for the making and manufacturing iron in all its variety and form. The proximity of the Shamokin Coal Basin to Montour Ridge, and the connection of the two by the Danville and Pottsville R. R., not only renders the location eligible for furnaces, but makes it certain that the west end of the road that must do a business that will produce a large revenue, for whether you take the coal to the ore or the ore to the coal it must pass over this section of the road as it has been found most advantageous, the ore will be taken to the coal this will cause an immense tonnage up the road, furnishing as much back freight as the returning coal cars can bring; thus giving tonnage perhaps quite equal both ways; while the retransportation of the pig or the manufactured iron either to Philadelphia by Pottsville, or to Sunbury for the Western or Baltimore market, will swell the income of the railroad beyond the amount of any former estimate.

One furnace of large dimension has already been erected in the town of Shamokin and will go in blast in the spring. This furnace will require 7,500 tons of ore per year, and its proprietors have already contracted to send the same number of tons of coal to Danville; thus making a transit of 15,000 tons over the road from this single establishment; being nearly equal to all the tonnage of last year, and is independent of all the down river trade. Three furnaces in addition and a rolling mill will probably be built during the present year.

These four furnaces will require 30,000 tons of ore which will pay in tolls to the Railroad Company for about \$18,000 and if the iron be sent to Sunbury \$5,760 extra making the sum of \$27,760 from these furnaces alone, without taking into account the lime stone which will be carried over part of the road, and an increased number of passengers which such establishment must bring.

If the road was finished to Pottsville, and the iron sent to Philadelphia, instead of Baltimore, the toll would be proportionately increased, and would necessarily be conveyed further over the road.

I believe it is admitted by all who are acquainted

with the several anthracite coal fields in Pennsylvania, that none surpasses if any equals the middle fields, and that this railroad passes through one of the richest districts, whether we take in consideration quantity, quality, or facility of mining, as well as the heighth of the hills or mountains above water level.

Take the whole line from Montgomery (on the Girard Estate) to the gap of the Big Mountain on the Shamokin Creek, and I presume that you will find a greater quantity of coal above water level than is to be found in any other space in equal extent.

In the same district are found extensive veins of iron ore of good quality, which no doubt will be found suitable for many kinds of ore. Take this in connection with Montour Ridge ore, and it will not require much imagination to conceive the whole region along the line of railroad spotted with furnaces and other works for the manufacture of iron, covered with a dense, prosperous, and happy population.

The mineral riches of the country through which this road has in each mile alone render its stock one of the most profitable investments. In addition to its local advantages, it is the nearest and most direct route from the Metropolis to the North Western part of the state, both by railroad from Sunbury to Erie which has been projected; by the West Branch Canal now in operation to Farrandsville; by the Bald Eagle Canal, now finished within a few miles of Bellefonte, by the Williamsport, Elmira R. R. now finished and traveled to Ralston; thence a few intermediate miles to Blossburg; and thence by finished railroad to Corning where it connects with the improvements of New York which with their ramifications communicate with the great lakes, as well as with the Western and Central region of that state, and with the New York and Erie R. R. now in progress. It will thus be seen that it is not only the most direct route to the northwestern portion of our own state, but it includes the nearest and best route to Buffalo in the state of New York and this with only a few intermediate miles the whole line is nearly finished. A survey was completed by the direction of the state during the last season up the West Branch to the Bald Eagle and thence up the north

side of the Bald Eagle Mountain, over the Allegheny Mountains, and it was found that a railroad could be made by this route to Pittsburg without a plane. As all these improvements, as well from the West Branch as from the North Branch of the Susquehanna, whether finished or projected, come directly to the west end of our road, and this road the most direct and shortest route to Philadelphia and the seaboard, can we do other than believe that it must and it will be an important link in the great chain of internal communications as any in the United States? As soon as the Reading and Pottsville R. R. is finished it will command nearly all the passengers and much of the light merchandise to and from the northwest, to Philadelphia. The fact that 1,800 passengers (exclusive of way passengers) were conveyed over that portion of the road between Shamokin and Sunbury shows that the community began to appreciate this road. To the citizens of Philadelphia it is peculiar not only as regards their great interest in the Girard Estate, but as furnishing facilities for the transit of their goods to the north, the northwest, and the west at all seasons of the year without interruption from frost, freshets, and breaks and of receiving produce in return; with the striking advantages diverting the trade from other channels, I feel assured that the true interest of the city ought not to permit another season to elapse before furnishing the requisite means to furnish the few intermediate miles of this important road. The state also, being deeply interested must find in their interest to make the necessary appropriation to connect the two sections, by which means, the Commonwealth would very soon cease paying the large interest guaranteed to the bondholders.

The only objection ever urged against this road has been the incline planes on the east end of it and when I took charge of the road I felt these objections very strongly; but after carefully examining the subject, and with several months' experience, I am satisfied that for the transit of heavy burthens, both ways, our level road with planes is decidedly better and can be worked cheaper than if the road had been made with heavy grades without inclines. For passengers only such grades may frequently be preferable, but (after the connection of the

Phila. and Reading R. R. and the completion of our own work) should it be found inconvenient to use the planes, a short stage ride over the Broad Mountain would connect the line where the railroad crosses the turnpike on the side of Locust Mountain.

In every view of the subject, either as investments or advantage to the state and city, there is a great inducement to prompt exertion to obtain the means to complete the few intermediate miles; and I can not too strongly recommend to the Board of Managers to make an early appeal to the Legislature, and to the City Councils, believing that the great importance of this improvement must command their attention.

I am very respectfully,

SAMUEL R. WOOD,

Jan. 28, 1841.

Acting Manager.

1841.

This year opened with some prospects of an increased coal tonnage, as several new coal openings had prepared for shipments from their mine; and the Shamokin Coal & Iron Company were building a large Anthracite furnace which in a few months would be put in blast, that would add largely to the traffic of the road. But business in general, was greatly depressed by the free trade tariff then in force. Blaine in his 20 years in Congress, in speaking of this period, says "Many persons still in business, recall with something of horror the hardships and privations which were then endured through the period from 1837 to 1842."

The locomotives had been repaired and some more coal cars had been built, but unfortunately the wooden railroad could not stand the weight of the engines. The shrinkage and decay of the superstruction, the spreading out of the rails on the curve, and the "snakeheads" formed by the loosening of the strap iron, led to frequent derailment of the trains.

This increasing impairment of the road led many to advise a return to horse power. This question was debated pro and con by some of the leading newspapers of that period and we here give the discussion between two of them.

HARRISBURG INTELLIGENCER.

"For such roads as the Danville and Pottsville R. R., where the tonnage is limited, horse power is cheaper than steam power as is shown by the following statement:

Divide the road between Shamokin and Sunbury into two sections of 10 miles each, put on each section 3 trains—each train of one driver, two horses and 10 cars, making six trains—3 at each end of the road. This force will deliver at Sunbury 90 tons per day or 20,000 tons in 250 days. There will then be employed 6 men, 12 horses and 100 cars; 60 cars on the road and 40 at mines and for reserve.

Wages of 6 drivers.....	\$ 1,500
Cost of 12 horses.....	1,800
100 cars, for depreciation and repairs.....	2,750
Oil	275
<hr/>	
Cost for transporting 20,000 tons.....	\$ 6,325
Cost by steam.....	12,000
<hr/>	
Balance in favor of horsepower.....	\$ 5,675

REPLY BY SUNBURY AMERICAN.

"For the purpose of ascertaining the facts we have taken the following extracts from the books of the Danville and Pottsville R. R. Company, showing the expenditures on the road during the year 1840. The amount of coal transported that season of 8 months, was 15,808 tons."

TRANSPORTATION.

Amount paid for labor, wood, coal, sperm oil, wheel oil, and incidental expenses, including salaries of managers, weighmaster and one clerk\$3,270 13

RAILROAD REPAIRS.

Amount paid for timber, spikes, railroad iron, labor, smithwork, castings and incidental expenses, including salary of superintendent. . . . \$2,949 07

LOCOMOTIVES.

Amount paid for repairs to the "North Star"...\$ 666 69
Amount paid for repairs to the "Mountaineer".. 750 51

COAL CAR REPAIRS.

Amount paid for car wheels, smithwork, lumber,
carpenter work, labor, oiling and cleaning one
car\$ 762 38

Total\$8,398 74

Thus it will be seen that the expense reached a little over 50 cents, and all this coal could have been hauled with one locomotive thus reducing the cost per ton about one-third."

The coal shipment for 1841 reached 22,154 tons—the highest tonnage ever reached by the Danville and Pottsville R. R.

1842.

This year opened up with a series of misfortunes to all the improvements in the Shamokin region. The large Anthracite furnace of the Shamokin Coal and Iron Company suffered a serious loss by fire that led to its blowing out, and the abandonment of its coal mines which was soon followed by its going into the hands of an assignee.

The Danville and Pottsville Railroad had now become unsafe for locomotive use, and the company had made arrangements for a general repair of the road, but after commencing the work, it was found the work would be very expensive and was therefore abandoned. The company was now practically insolvent and were obliged to place the road in the hands of Mr. Wood as sequestrator. The principal coal operation was that of William and Reuben Fagley and a smaller one at Buck Ridge operated by Samuel John. The sequestrator leased the road for 10 years to the Fagley brothers, who were to repair the road so that it could be used for horse power. The two engines and two passenger cars were sold and taken away from Shamokin and our historic road at the end of this decade, forever ended its troubled career.

To show how business was conducted under these new conditions we will give a few extracts from interviews

with parties who took part in coal shipments of that period.

REUBEN FAGLEY'S TALK ABOUT THE COAL BUSINESS.

"In the spring of 1842 the railroad track became so bad that the two locomotives could no longer run over it. The Danville and Pottsville Railroad Company contracted with us to repair the road so the engines could run again and we had made such repairs between Shamokin and Moore's bridge, when by a disagreement with the company, the work was stopped. The locomotives were taken elsewhere and horse power was introduced. The method was continued until the close of 1852 when the road passed into new hands. During the 10 years that horse power was used in moving the trains, John Budd continued as weighmaster at Sunbury.

WAGES AND PRICES.

The wages then paid were as follows: Miners, \$1.00 to \$1.25 per day. The ordinary price for coal at Sunbury was from \$1.50 to \$1.75 per ton, and sometimes the price reached as high as \$2.75. Coal at Sunbury wharf cost us about as follows: mining and putting in cars, 75 cents; rental, 25 cents; tolls, etc., 50 cents; total, \$1.50.

We made some money at this business, especially at the "Tape Vein." To do this we had to manage our business with great care. A large amount of our sales of coal was in barter for provisions and feed, while that sold for cash meant a delay of months in payments. In conducting our coal business William looked after the mining and shipping from Shamokin while I was at Sunbury, seeing that the coal was loaded in boats or traveling to make sales and collect bills. A large portion of the coal sent from our region at this period was from our mines. The success of our coal business depended largely upon our store at Shamokin which handled at a profit the goods we had exchanged for coal."

JOHN NEWMAN TELLS ABOUT SHIPPING COAL BY HORSE POWER.

"From 1842 to 1852 all coal mined at Shamokin was hauled to market on the railroad by horse power. A

team would be composed of three or four horses hitched and driven in tandem. They would haul a train of 7 or 8 cars, loaded with about 23 tons of coal. We would go to Sunbury one day and return the next, making two full days for a round trip. The canal boats that took our coal at the wharf carried about 25 tons; some, perhaps, would reach 40 tons. One car now carries more coal than our whole train of 8 cars at that time. In making up a train we would take three small cars with six tons, three bumpers with nine tons and two spring cars with eight tons, making from 20 to 23 tons of coal for our train. We would run the cars down the grade as far as the present Weigh Scales, and boys would bring the horses to this point when they would be hitched to the train. At Hughes' mill we would stop to water our teams. Here there was a small distillery operated by a man named Brymire, and the teamsters were very careful to stop and inquire if he wished anything sent to or brought from Sunbury and on return trips they were sure to report to him again. As a reward for their accommodating spirit he never failed to give them a taste of his spirits. No man living along the road had as good service as the distiller. At Moore's bridge there was a turnout, where the up and down trains passed, and here all teams stopped and were fed. Sometimes we came back with empty cars, but quite often we were loaded with provisions, lime stone and ore for the furnace, or slabs and other material for the miner. From ten to twelve thousand tons of coal were shipped during the year, and the busy season was during the summer and fall months. But little coal was hauled in the winter time. I suppose about nine-tenths of the coal shipped was from the Fagley mines, the balance being from Samuel John's mines at Buck Ridge and a couple other small shippers.

WORKING IN THE MINES.

In the spring of 1844 I quit the road and went to the Gap mines operated by William and Reuben Fagley, working first as a laborer and later as a miner. Here at that time there were no strikes or suspensions. A man could have steady work all the time. If there was no work at the mines, there was plenty on Goss Hill farm. A laborer

then got from $62\frac{1}{2}$ to 75 cents per day, and a miner got \$1.00 per day. Some few miners got \$7.00 per week, but these were rare cases for exceptionally good men. All work was by the day at the mines—no yardage or wagon work. We began work at 7 and at noon all the men were called out of the drifts to eat their dinners outside. At 1 o'clock we returned to work and remained till 6 o'clock, when we were called out and sent home. All our workings were above water level. We had no gas or fall of top, and no one hurt inside. One man, Peter Stroh, working outside, had an accident by some timber rolling on him, breaking his leg.

We had no regular pay day, but always had credit at the store. If we asked for money, and if Uncle William thought that we needed it, he would give us some. I think the condition of the laboring man in those days, was fully as good, if not better than now. His wages were small, and little money, even of shinplasters, came to him, but his wants were few. He had steady work and plenty of good food. Living was cheap except clothing, and such luxuries as whiskey and cigars could be had at reasonable figures. Whiskey sold from $12\frac{1}{2}$ to 25 cents per quart, and you could buy four cigars for a penny. Drunkenness, fights and quarrels were rare except on battalion days, and I think we were more neighborly then than now."

Coal shipments for 1842, 10,098 tons.

1843.

Business very dull—Coal tonnage only 9,870 tons.

1844.

Shamokin at this time, as the mining centre of the Western Middle Coal Field, was placed in a very unfortunate position owing to the non-completion of the middle division of the Danville and Pottsville Railroad and the abandonment of the eastern division with its incline planes, while the remaining portion of the road between Shamokin and Sunbury was a poor make shift for transportation over a wooden railroad barely passable by horse power.

Shipments by canal to towns along the Susquehanna

were limited, as the Wilkes-Barre region was a powerful competitor, favored by the Canal Commissioners with a lower rate of tolls. We had no investigating committee at this time to condemn such favoritism.

And another difficulty encountered, was the frequent breaks in the canal that greatly delayed shipment. As the Philadelphia & Reading Railroad had been extended to Pottsville, a direct connection with this road, would have enabled Shamokin miners to ship their coal to Philadelphia and the seaboard.

Through the labor and effort of that famous engineer, Kimber Cleaver, a new route was surveyed, and a charter was obtained, entitled the Shamokin, Mahanoy and Schuylkill Railroad Company. This road was to have no incline planes, and by means of a tunnel of 3,700 feet through the Broad Mountain, the elevation was reduced 173 feet lower than that of the Danville and Pottsville Railroad, and the heaviest grade was 75 feet to the mile, a grade that can be used by engines. Thus a continuous road of 132 miles between Shamokin and Philadelphia would be provided, affording cheap and rapid transit for the products of the Shamokin, Mahanoy and Schuylkill regions. This line would be composed of the following roads:

Philadelphia & Reading Railroad.....	94 miles
Mount Carbon Railroad.....	2¼ miles
Shamokin, Mahanoy & Schuylkill Railroad....	36 miles
Danville & Pottsville Railroad.....	19 miles

Total 151¼ miles

ESTIMATED COST OF PROPOSED ROAD.

Grading, 36¼ miles at \$6,000 per mile.....	\$220,500 00
Tunnel, 3,700 feet at \$100 per yard.....	123,333 33
Bridge	40,000 00
Iron rails, single track.....	294,000 00
Incidentals	12,166 67

Total for single track.....	\$690,000 00
Add for second track.....	\$294,000 00

Grand total \$984,000 00

The capital of this corporation was \$500,000, with privilege to increase to \$1,500,000 if needed. The route established by Mr. Cleaver was so well selected, that later it was adopted to a large extent by the leading roads of the region. This road received the support of a number of the public spirited men of Philadelphia and Burd Patterson and others of Pottsville, but like other projects of this date, being in advance of the times, it was not carried out.

Coal shipment for 1844, 13,037 tons.

1845.

The Legislature made the usual appropriation of \$15,000 to pay the annual interest on the bonds of \$300,000, but deferred the payment until a commissioner examined the affair of the Danville and Pottsville Railroad and see that no frauds had been perpetrated.

Coal shipments for 1845.....10,135 tons

1846.

The passage of McKay's Tariff Bill, called the "Black Tariff," was a severe blow to the coal and iron industries and stopped most of the improvements in the Shamokin region.

Coal shipments for 1846.....12,646 tons

1847.

Coal shipments14,804 tons

1848.

Coal shipments19,356 tons

1849.

Coal shipments19,650 tons

1850.

This year may be marked as the ending of our historic railroad that had passed some 34 years of turmoil without accomplishing the great results expected of it. The foreclosure of the road was now certain to take place. On April 2, 1850, the Legislature passed an Act, the pre-

amble of which is here given, showing the position the State had taken.

"Whereas, By an Act of Assembly passed the 8th day of March, 1834, the faith of the State was pledged for the payment of the interest at the rate of five per cent. per annum for twenty-seven years upon a loan of three hundred thousand dollars to the Danville and Pottsville Railroad Co.; and the said railroad, with other property of the said company, was mortgaged for the re-payment of the said loan; and the said company, having constructed a portion of their road extending ten miles from the eastern terminus, and another portion, twenty miles in length, extending from Sunbury into the Shamokin coal fields, have permitted the former to go to ruin, and have practically abandoned all care of the latter portion; and the said company are insolvent, and there is no reasonable prospect that they will ever complete the said railroad, and relieve the State from the annual drain of fifteen thousand dollars from her treasury; and

"Whereas, The State has already paid the sum of two hundred twenty-five thousand dollars and will be called upon to pay the further sum of one hundred eighty thousand dollars interest to the holders of the said loan during the next twelve years; and the said railroad is yearly decreasing in value, and will in a year or two become useless for all purposes of transportation; and it is manifest that the holders of the said loan will realize a much greater sum towards the repayment thereof by an immediate sale of the said railroad, and the State will be relieved from the payment of the interest on the sum thus realized by the sale thereof."

1851.

SALE OF THE RAILROAD.

The Auditor General having obtained the consent of all the loan holders, on Jan. 16, 1851, the Danville and Pottsville Railroad Co., was sold at Sheriff's sale for the sum of \$130,050. Moncure Robinson purchased the road for the loan holders. Deducting \$400 for the Sheriff's fees, there remained yet \$170,350 as the balance of \$300,000, upon which the State was obligated to pay 5 per cent. interest until the period of 27 years was completed.

REORGANIZATION.

The new purchasers, the loan holders, met at the Franklin House, Philadelphia, on the 4th Monday of April, 1851, and reorganized the company, naming it the Phila. and Sunbury Railroad Co. In this instance, as of hundred of cases since, the interests of the poor stockholders were sacrificed.

Total coal shipments of the Danville and

Pottsville R. R. Eastern Division, Girard

Road, about 25,000 tons

Western Division, Shamokin Road.....183,733 tons

Total shipments for 17 years.....208,733 tons

Compare this total shipment of one road for 17 years, with the single shipment of the Packer No. 1 on the Girard Estate for an example. The Packer No. 1 in one year (1905), shipped 340,578 tons, yielding a royalty of \$83,000, which in less than 4 years would have paid off the mortgage of \$300,000.

CONCLUSION.

In closing this article, I wish to add a few lines more. The marvelous growth of the railway system, reaching out to all parts of the world, owes its introduction to two men, who may well be designated the fathers of the system. I refer to Oliver Evans, of Phila., as the inventor of the locomotive engine, and Geo. Stephenson, of Northumberland County, England, as the father of the railway.

Joseph Harrison, Jr., one of the members of the old firm of Eastwick & Harrison, that built the "North Star" and the "Mountaineer," for our road in 1838, in a lecture before the Franklin Institute, some years ago, makes the following statement:

"The "Rocket" carried off the prize but was crude in design and faulty in construction, although the lecturer asserted that in all that goes to make up the locomotive engine the Stephenson machine was nearly as perfect as those of the present day. The first practical effort made in this country, however, to construct a self-propelling wagon was made by Mr. Oliver Evans as early as 1815. At the time Mr. Evans was making his first experiments

he was sharply criticised by many English scientific writers, but the lecturer was happy to say that almost all of the principles in the construction of locomotives discovered or developed by Mr. Evans were not only adopted by the Stephensons themselves, but have been adhered to by all English locomotive builders to the present day."

As long as iron rails unite in one highway, the East and the West, and the iron horse creates new fields for industry, let us honor the names of Oliver Evans, the inventor and George Stephenson, the famous engineer that made the railroad practicable.

VOL. 20

1904

PUBLICATIONS
OF THE
HISTORICAL SOCIETY
OF
SCHUYLKILL COUNTY.



The Hunter Settlement House on the Indian Frontier
of the Blue Mountains.

Leno, a Legend of Pinedale
Life in a By-gone Age.

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Sketches of their Authors.

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1904

PAID BY SCHUYLKILL COUNTY

PRINTED BY

The Unique Settlement House on the Indian Frontier of the Blue Mountains.

Read Before the Historical Society by HON. D. C. HENNING,
October 24th, 1906.

It is of Heinrich Boyer that I would speak, late a yeoman, resident near the present site of McKeansburg in Schuylkill County, having removed from the German Palatinate on the Upper Rhine, to America sometime in the 1740's and unmindful of Indian and other titles, but regardful of the unpleasant life in his German fatherland, settled along a little rivulet flowing into the Little Schuylkill River near New Ringgold, whereon he built his castle and where he lived for many years thereafter.

That he lived the true life as mentioned occasionally by President Theodore Roosevelt, his numerous posterity forming a citizenship in nearly every northern and western state, will amply show.

It is of this veteran pioneer, some of his white and Indian neighbors, his environment, his social and political life, that I would speak. I must mostly rely on facts given to me, and not of my own historical knowledge, for the truth of this narrative. Indeed the character of the testimony I shall submit, is such that under the general rule of law at one time as to acceptance of evidence, or rather as to the worth of testimony, it would have been excluded by a Court of Justice, for it bears upon its very face that fatal word, name I should say, Hearsay. It was in the early infancy of our common law which to a great extent governs our rights and liberties and our property, even to the present day, and whilst this almost universal

law was created in Italy, in Germany, in Gaul, in England, long before America was even thought of, that the ancient philosophers discovered that many truths would be shut away from mankind if the doom pronounced on Hearsay should in every case be effectual. And so it fell out that the great philosophers of truth and the law made several exceptions to this ancient decree against Hearsay, and among these were questions of pedigree, ancient monuments, declarations of ancient relation to local history, customs, etc. Had it not been for these most worthy exceptions, your historian would maintain silence and this narrative would probably never be written.

I have frequently noticed that the grandest of the old story tellers never push themselves straight into the story they propose to tell. They carry you over hill and dale, through marshy fen and undergrowth; indeed the digression sometimes makes you feel lonesome and you could forgive them even a poor story if they would only tell it. At the expense of running the risk of your impatience, I shall imitate the old story teller, especially as I am just at this moment reminded that when in my youthful days I would read the stories told by one of the greatest of all story tellers, Sir Walter Scott. I would pay no regard to his numerous prefaces and introductions, but would search for Chapter I, and leap straight into the story. Changes have come, however. Now when I wish to read *Kenilworth* or *Waverly*, or others of that sort, I sit down and read the notes, the prefaces and introductions, whether written by Jonathan Oldbuck or Jedidiah Cheishbottom, whether at Gandercleugh or Abbotsford. I read them all and then with my former recollection, I need not read the story again for it is all recalled to me

The resort to the underground passage will form a material portion of the story about to be told. It is the writer's thought that Heinrich Boyer could not have read the dramatic story of "*Woodstock*," one of the finest it is believed by many, that Sir Walter Scott ever wrote, before he erected his castle at this place, for the reason that the story was written afterward. But it may be fairly presumed that the old pioneer had read or heard of the History of Henry II, of England, whose underground passage ways about his seat at Woodstock proved so satis-

factory in his communications with the beautiful Rosamond Clifford, at the cost of the peace of mind of his Queen Eleanor. Or, he may have read or heard of those German barons along the borders of the Rhine, whose military defenses consisted so largely in underground passages, and sometimes to the terror of more peaceably inclined inhabitants of the old German fatherland.

Did Heinrich Boyer read or know of these things? The writer does not know. But this the writer will say, that when Heinrich Boyer came to these shores he builded his castle with a wisdom and forethought that is unexampled in the early history of this state, so far as this writer knows. His coming and his building that day are so unique that the writer will tell the story. It is not a new story, but a very ancient one, and has frequently been the text that has interested the fireside of many German households in this county and in many other sections of this country when the audience was under the influence of the snappish-looking fire-dogs in the reflected light of the great burning logs in the old chimney corner of the living room of the old pioneer's home.

The nearest point of present interest to the site where Heinrich Boyer built his castle is the town of McKeansburg. This was one of the four first hamlets known in that territory now embracing Schuylkill County, the other three being Schuylkill Haven, Friedensburg and Pinegrove, the latter then known as Barrstown. It was laid out as a town about the beginning of the last century. It was a hamlet long before that. When the writer passed through the town only a few days ago he bade "good morning" to a young Miss and she courtesied so maidenly and so beautifully that he could not help but feel that nobility is here. It is a quiet town, I saw no men about. But the sound of the hammer and the rattle of the reaper soon told me what the people were about.

This town is built on manorial land. One day there stood on that street corner a man, this was one day in the year 1777, and he beat his drum. It was a call to arms, and then there met a number of patriots; and then and there Captain Jacob Whetstone recruited nearly 100 men for General George Washington's army and they marched to the front and fought the battles of the Brandy-

wine with General Anthony Wayne and on the retreat helped to fight the battle of Germantown, and many of the survivors stayed with Washington's army until the great battle of American liberty was won. This is only a part of the history of this ancient town.

(Note. There was one other company recruited for the Revolutionary war at the village of Pinegrove within Schuylkill County, with about a similar record. It was commanded by a Captain Bretzius).

One half mile north of the town of McKeansburg along the public road is the dwelling and farm of Nathan Gerber, an old resident now about 85 years of age who lives a retired life with his son-in-law, George Stomm, his wife and family. The house is a neat newly built house, with barn and other outbuildings standing near and to the westward. About 100 yards northwest from the barn is the brow of a knoll probably 20 feet higher than the barn level, covered with tall grass known as red top. This point is the site of the chimney of Heinrich Boyer's loghouse which he erected here in the 1740's.

Mr. Gerber bought this place 52 years ago and when he came here the only remains of the log house was the large stone chimney, and he removed it. He told the writer on Thursday, July 19, 1906, that when he moved here 52 years ago, he was told by the neighbors, among them very old men and women, that the house which stood here was the original home of Heinrich Boyer, who built it before the Indian wars; that the neighbors told him that the opening he found at the foot of the knoll at a spring was the mouth of a tunnel that had been built by Heinrich Boyer from his cellar to the point as a safety against the Indians; that when he bought the place the opening was still there and the sides supported by stones set upright, and that it was large enough and seemed to be suitable as a cooling place; that it extended into the bank, but that he never explored it; that a cave-in occurred near its mouth and that he filled up the mouth with the stones and plaster of the old chimney; that he had never explored the tunnel, but that it was an accepted fact by all the people that it was Boyer's Indian tunnel.

He took the writer and a companion to the point of opening, where we distinctly found that an opening had been closed. It is overgrown by a large clump of water alder and pepper wood. An over-flowing spring of pure mountain water is located near the point of entrance, and a magnificent walnut stands nearly over it. Mr. Gerber belongs to that class of men who are known as sovereigns of the soil, intelligent and polite; his forefathers settled in West Penn Township in the early days of this Province. The writer was well advised in making this visitation, as it was mainly to locate the premises, and in this respect he found the memory of Mr. Gerber so exact that he could point out the exact spot of every detail of house and point of entrance to the tunnel.

Probably the better way to describe this site is to give a brief description of the scene round about it. Standing then on the chimney site and looking southward, the first object upon which the eye will rest is the Blue Mountain range proper. Rising from its base in the vale it mounts upward to a height of six hundred or seven hundred feet, its gorgeous blue crest stretching as far eastward and westward as the eye can reach, it joining with the ethereal blue of the sky, thus forming a vast blue curtain about four miles distant, and there is laid out before you a panorama of green and golden fields, farm houses and barns, villages and hamlets and undulating surface of low hills and valleys, upland and meadow to the right and to the left as far as the eye can reach. Here a solitary tree, there a copse, then a wood, then farms and fields and houses again ad infinitum.

As I know no name for this beautiful valley, I must call it St. Anthony's Wilderness, so named by Count Zinzendorf in 1742, after one of his faithful followers. The town of McKeansburg is but a half mile to your front, and the borough of New Ringgold a little more than a mile to your left or eastward. Some hundreds of yards in the rear or northward is one of the lofty foot hills of the Second Mountain, called Little Mountain, itself a stately mountain. The site for a lone forest home was most aptly chosen as a point commanding a view of the landscape all around it.

Here then is the spot which the old pioneer selected for his home. In walking over the territory to reach this place he must have passed over many acres of land which would have given him a more fertile soil, but as in many other instances in the selection of homes by the early settlers, they preferred the higher though less fertile lands to avoid the miasma and fever conditions of the lower lands. He must have had high regard for the topography of the country, as he could not have selected a spot in all that neighborhood where he could view the landscape all about him as at this point and thereby safeguard himself on the approach of a foe. Then, too, he had the little brooklet flowing along right at his feet, and the pure purling fountain of spring water within thirty yards of his dwelling. Here he reared a large family of children, and other posterity followed him on this spot. His log house is said to have been an unusually large one and most securely built. The writer has been unable to learn whether it was built with the overhang, though it doubtless was, as most of the early dwellings were fitted out with it.

He had pushed himself far out beyond the populous section of the country south of the Blue Mountains, and a considerable distance out beyond the protection of the line of fortifications along the Blue Mountains erected there by Col. Benjamin Franklin under the authority of the Province during the course of the French and Indian wars,—this first national frontier line in America. Doubtless with his substantial castle his means of guarding it and his facilities for escape if pressed too hard, he dwelt here with a feeling of absolute security and without the fear of the wild animals that infested these forests or of his more wary foe the Indian savage. So far as can be gathered he was never molested by the savage foe, and was never driven away from his home by them as was the experience of so many other settlers in this community. Doubtless, too, he lived here with a sense of liberty and freedom that could not be his lot in the fatherland. Here there was no petty prince to make his levies, no robber baron to despoil his estates or to come with rapine and murder into the sacred precincts of his home. Here he was free, free as the air he breathed, as the bird

that sings, or as the wild animal that roams the forests. Here he need not bemoan a dismal present looking only into a still darker future, but here everything points to the grandeur of a future which he can help to enrich and brighten, and what an age of development of the future he could then look into. Here from his rude hut and small chimney he could look into an era of plantations teeming with plenty, into an era of homes fit for princes to dwell in, hamlets, villages, towns and cities within almost as easy distance as the homes of his solitary neighbors; churches where he might worship according to his conscience, schools for his children, townships, counties and states erected in which he had sovereign voice, and the conveniences of the higher and better life brought to his very doors.

Yes, Heinrich Boyer and his posterity from the days of the log hut on the knoll to the present have passed through the greatest era of human progress and world development in all time's history, and in a land which has led the world in the march forward to the present state of our high civilization. If Heinrich Boyer could now awake, the hunter's trail and the Indian's path would be lost to him, he would look in vain for the deer-lick or the bear-pit. He would search in vain the wigwam of his friendly Indian neighbors, his children would no longer play with the dark skinned children of the leaves. Indeed he would feel lost in his own wild forest home and he would feel that the places he once knew know him no more. These and other reminiscent reflections passed through the mind of the writer while he stood here surrounded by these ancient associations, but the robin's call down in the meadow and the woodthrush's sweet song in a copse nearby, recalled him to the present, and the dim past which for the time held him prisoner, took unto itself wings and was borne away.

The writer had been directed to visit Mrs. Royal Frantz, the widow of Daniel Frantz, (deceased 12 years), who lives with her son in Beaverdale just across the hill from Nathan Gerber's, but to drive it is a distance of about two miles. He was most cordially received by this old lady, for be it understood she is a pure Pennsylvania

German type, and as I used no other language than her's, we soon became well acquainted and we exchanged confidences within a minute that might have taken months and years in any other language to justify.

I now wish I could give our conversation in the language we spoke. I could thus so much better convey the truthfulness of her words and manner, but the difficulty is that a great portion of my audience is not sufficiently cultured to understand Pennsylvania German dialect. I shall give the substance of her conversation which occurred only yesterday, (I am speaking of the date of meeting).

After I had duly acquainted her with the fact that my visit was solely from the fact that I was a "Wonner-fitz," (that is to say an inquirer), she invited me to sit down with her and we would "blauter" (talk, or gossip) a while, that she liked to have people come to her and talk in her own "sprache," (speech). When I had introduced the subject she told me as follows the story I had been told she could relate. And thus the ancient lady began after laying aside the old red pipe which she smoked so gracefully.

I am glad to tell you the little I know, but I know hardly anything excepting that was told to me. I never had any English learning for our schools were in German and indeed I never went much to them because we had to work. Nearly all the learning I ever got was by listening to others. English I know but little, my grandchildren teach me a little, but I would not try to talk it. Of my own knowledge I know but little of that you inquire, but of that knowledge which I learned when I was a girl, that my two grandfathers used to talk about I can recall nearly everything they used to say, especially about the Indians; you see I am now 83 years old. I was born and reared right here in this little valley, so was my father, and my grandfather moved here when the first people came to settle here and you know this valley is named Beaverdale, but, O! it may have been a hundred years ago, some wag called it Schmaltzdale, (Larddale), but we only laugh at that, the name is Beaverdale.

My grandfather's name was Henry Lutz, that is my

paternal grandfather. He came here from the Rhenish Palatinates, among the very first settlers. Then my maternal grandfather's name was Philip Schwartz. They frequently came together and then would often have neighbors come in, they would talk about their early experiences here and of the experiences of their neighbors. I remember well I was a little girl about the size of that one, pointing to a little granddaughter about 8 years old, and I would sit down and listen to them and indeed sometimes my grandfather Lutz would have me sit down and listen to some of their stories. We used to have a large fire place in which they burnt large wood and they would sit then until late in the night telling about their farms and then about hunting (there was much game here then), and about the Indians.

One story that attracted me more than any others, was about Heinrich Boyer and Jacob Bensinger and she added, "You just passed the Bensinger place the last house before you came here, (we had just passed this place for we saw the name on the mail box). I will tell you how that was. You see there were two kinds of Indians then, those who lived here with us always, they were friendly. My grandfather said their children and the Indians' children always played with each other. But then the wild Indians would come sometimes and then they would get notice. When it became known that the wild Indian was in the region, then the Boyers and the Bensingers would spend each alternate night at each other's houses and would have their neighbors join them. Both my grandfathers Lutz and Schwartz, would often speak of Boyer's Indian tunnel, and how they examined it and went through it, and the measure of the safety it gave. I never myself was in it, but I knew it was there. Everybody knew it was there. I never heard that the house of Heinrich Boyer was destroyed by the Indians nor Bensinger's, but I was told by my grandfathers that these two places were places of resort for those settlers who were not driven down over the Blue Mountains. The old people always claimed that the tunnel was a place of safety if even the house was burned down. Speculations were indulged by the old people as to what would happen to those in the tunnel in case the building was fired, but they de-

terminated that the air that would enter through the loose stones that closed the mouth of the tunnel, would be accelerated by the firing of the dwelling, and that they would not be thus smoked out. How often this tunnel was used as a safety of course I do not know, but from what the old people siad, I gathered that it was considered a safe refuge, indeed the only one they knew nearer than Fort Franklin to the east and at Fort Lebanon to the westward. Before I bade farewell to my ancient friend, she informed me as to the local habitation of Indians in that section."

Whilst I am not quite through with my story, I shall digress again. While I was talking to my ancient friend she told me she could add a little story which after she told I thought to add to my narrative as showing that the course of true love did not flow smooth even in those days. When the time came for the friendly Indians to leave this section, they went with the exception of one fine looking young fellow who preferred to stay with the white people rather than go with his tribe. As I have said he was a fine looking young Indian and was quite popular. He had a beautiful silver-mounted rifle, the finest in the region. He fell in love with a white woman. This on social and other questions excited the ire of two young men named John Bushnickel and James Hornich, so they coaxed the Indian to go out with them one Sunday morning chestnut hunting. He went with them and being a good climber he laid down his beautiful silver-mounted rifle and climbed the tree, when one of the two companions picked up the rifle and shot him dead. They were afraid to bring the rifle home, but hid it in a tree. Afterwards men said these two had shot the Indian; they both denied it. As years went along the one would blame the other, but nothing came of it. Many years after a woodman chopped down a tree and found the Indian's rifle there. No one has claimed to own it and no one seems to know what became of it. I bade my good old lady good bye and with mutual good wishes we parted. I hope to live and have the opportunity to meet her again.

Prof. Livingstone Seltzer, our present efficient County Superintendent of Public Schools, was born and reared at McKeansburg, and is well acquainted with the history of the old town. He has already favored this Society

with a paper on the history of the town (vide No. 3, p. 1). He told me he has known the two people whom I interviewed and that they enjoy the highest reputation for probity, character and truthfulness, and that he knew the fact that they know this history. He then said "I have frequently visited this spot with the view of visiting the site of Heinrich Boyer's original dwelling, and of seeing the opening to his Indian tunnel. My Uncle Josiah Bock, a descendant of one of the first settlers, frequently took me there to show me the site of the Boyer house and the point of the mouth of the tunnel. My mother, a descendant of the Bock family, she is now an aged lady, has often repeated to me the story, just as you have it from Mrs. Frantz and Mr. Gerber. Indeed it has always been an accepted fact by all the old people of the community." The writer would prolong this paper to unusual length if he were to add to it a history of the life of Heinrich Boyer and of his posterity, but as his main promise was to give a history of the unique settlement made in this section by the pioneers and now that he feels that he has redeemed this promise, he will close his story.

To the writer and to the public, this story is interesting only if it be true. In the establishment of the truth of this narrative, the writer will say that he has offered evidence only such as would be received as testimony in any Court of Justice.

The writer is indebted to Prof. O. D. Petery, of Orwigsburg, for having given him the information and naming witnesses, and to Mr. Jos. F. Patterson, a brother member, who conducted the English portion of his interview with his informants.

Leno, a Legend of Pinedale.

Read Before the Society by W. H. NEWELL, October 24th, 1906.

Pinedale, situated in the County of Schuylkill, was in the early part of the last century a beautiful valley shut in by hills and woodlands. Around were other dales and hills, partly woods and partly farm land, and bounded by long ranges of rugged mountains, also covered by dense forests. The farms were large and beautifully diversified by bits of woods, like islands in a sea of green clover or amid undulating billows of wheat.

Here and there farmsteads dotted the country; while the Schuylkill, a clear, deep, beautiful river wound through the valleys like a silver cord, fed by numerous rills, rising in shady nooks and dashing through the meadows with a subdued murmur.

The only town of any size was Orwigsburg, separated from Pinedale by ranges of low and well-wooded hills with the long, narrow valley of Adamsdale between.

It was a quiet little burg, streets shaded by trees, and carpeted with grass, houses mostly of wood, not a few of logs, and here and there one of brick—a new innovation and regarded by the old inhabitants with an evil eye, as introducing aristocratic ideas and foreshadowing the downfall of the Republic.

In the middle of the town was a wide square containing the Court House, a dignified sleepy-looking building, like a rural justice, deeply impressed with its own importance but never wide enough awake to understand the law. Here justice and mercy were dispensed something like the dew from heaven, hap-hazard.

At the foot of the Red Hill between Orwigsburg and Pinedale stood the Red Church, which had arisen like a Phoenix from its ashes and remained like an emblem of eternal hope, surviving all the storms of a troubled past. An atmosphere of intense peace pervaded the surround-

ing valley, like unto that peace which passeth all understanding. Hard by, nestled at the foot of the hills, was the grave yard. Here slumbered those who had struggled so hard to found a commonwealth, and then to defend that commonwealth from foreign aggression. The wordless voice of nature murmured their elegy. The night winds from the forest sang their requiem, and for them too, there was peace.

The whole region was over-flowing with rural prosperity and abundance; fields prolific, barns full of plenty, and houses redolent with the aroma of creature comforts.

The Indian wars were a legend, the Revolution a heroic memory, and now all was quiet prosperity. The greatest trial of the farmer being his agonized efforts to keep awake, during the unending sermons of the Domini.

It is true there were things to disturb the equanimity of the inhabitants of Pinedale, though they were of a spiritual nature; for from the earliest times all this region was a land of magic.

In the depths of the Tumbling Run forests had dwelt an Indian enchanter, at whose command the storm fiends of the Devil's Hole would arise and sweep the valley. A few miles from Orwigsburg was the Devil's Rock, where the fiend himself held his court; while on the peaks of the Blue Mountains on misty days the steam could be seen arising where the demon wolves cooked their metzel soup. And deep in the heart of these mountains lay buried the Books of Moses; volumes of awful power, guarded by gigantic scorpions, fearful to contemplate.

This was the land of the great magician Paul Heim—of haunted houses, haunted barns, haunted grave yards, and haunted lanes! Being thus brought in constant contact with the realm of spirits, it is not to be wondered that the inhabitants of Pinedale stood in great awe of the powers of darkness.

But with the aid of the Domini, the wise man, Dutch Bible, Himmelrecht and horseshoe, they managed to struggle through, and defy Satan and all his works.

Now, Pinedale boasted of an old-fashioned hostel known as the Pinedale Hotel; a place of small pretense but much solid comfort, with a well-supplied kitchen and abundant table. Here arrived one day a young man of

prepossessing appearance. He called for the host, and speaking in pure German, introduced himself as Herr Leno, and asked for accommodations. The landlord gave him a grip that was like an electric shock, and said that he would show him to a room.

With a bow and a smile Leno stepped forward to follow him, when he suddenly stopped, his face grew pale, and a great look of horror shone from his eyes. "The dog," he gasped, "did you not see the dog?"

"What dog, mein Herr? said the host, "there is no dog here. Our dog is out hunting!"

"Then you have a dog," replied Leno, with a look of relief, "a small black one!"

"No, indeed," snorted the landlord, "our dog is a fine large hound that can tackle a panther."

The German staggered, caught himself and followed the host to his room. As soon as he was alone, Leno fell on the bed on his face and lay motionless.

Then out in the passageway came the sound of light foot falls, patter, patter, then a low whine. The door swung open and the foot falls entered, though nothing was to be seen. Then there appeared a thickness in the atmosphere. This turned into a mist, floating slowly across the room and approaching the bed. When it reached Leno, it took shape and evolved itself into a small black dog, with a long hempen cord in its mouth and trailing behind it.

The whine changed into a bark, wild, mocking, triumphant, and the bark shaped itself into words: "Ho,! Ho! Leno! You would forsake your friend! You would fly over the wide sea! You would hide in the forests! And think to escape me! Fool! Do you not know that you are mine! Do you forget your wild oath, when you gave yourself to me, and pledged me your life by your own hand when I would require it? And I am here, and you are mine, Leno, mine!

But the German made no answer; he was insensible.

Leno remained several days at the Pinedale Hotel and ingratiated himself into the good favor both of the men and women. He finally informed the landlord that he was a political refugee and exile, and having no means, wanted employment. The landlord bethought himself,

and then replied that the school needed a teacher, and he thought that Herr Leno would suit.

So in a short time the German was duly installed autocrat of a log temple of learning, living with the farmers by turn.

Soon strange things began to be noticed in relation to the schoolmaster, that filled the people with surprise and perplexity. Several times when Leno was observed walking at a distance, he seemed to be accompanied by what appeared to be a small black dog with a cord in its mouth, and, what was stranger, it appeared to be talking to him. When the observer reached the schoolmaster, no dog was visible. Another time one of the pupils returning to the schoolhouse after school had been dismissed heard voices in fierce altercation. He stole to the window and listened.

"Leno, you are mine," rasped a voice, "Do you not remember your oath, the night you and your companions did the deed? How you swore that if your victim's life was given you, you in return would give your life to me for his, and by your own hand?"

"I know," thundered Leno, "that crazed with liquor I raved forth words I knew not what, for which I was not responsible. And, fiend, I will resist. I may fall but I will fight to the last!"

Then there was a wild howl, and the terrified listener fled.

One of the farmers that Leno resided with at times was a man of substance, and was considered rich. His ancestral chateau was situated amid hills and woodlands, with meadows all about it. The house was built of stone, large and substantial, with a two-storied porch extending along the front, the house being white and the porch a beautiful apple green. Inside the house was arranged on the old style, with a wide hall, and spacious kitchen. In front, a green lane, overgrown with bushes, creeping vines and wild flowers, led to the road.

The house had a record, legendary and historical. It had repelled Indian attacks in the Bloody Times, and had been the scene of ghostly adventures and romantic incidents.

The lane was haunted by the spirits of a maiden and

her Indian lover who were often seen on moonlight nights. The story ran that when the last Indians left the country and went westward, one of the tribe, a fine looking Indian, remained, having become attached to the daughter of the owner of the house. This excited the jealousy of some of the young men in the neighborhood who decoyed the Indian into the forest and murdered him. His lady love died a few months after, either from love or from partaking too freely of *dompknep-und-schnitz*, onion pie and cucumbers. It was never known exactly which.

The spring-house also, that was situated in a nook with great pines around it, was haunted by a Puckwughe, or Indian elf, who appeared there at night and levied blackmail on the cream.

Now the master of this mansion had a very pretty daughter. She was more than pretty, she was beautiful. With a small, fine figure, beautifully moulded limbs, rosy cheeks, white teeth, fine complexion, features, eyes and hair. In fact, a rural divinity. Her charms being heightened by fresh air, good food, and unlimited soap and water.

Her disposition was sweet and she was thoroughly honest, pure minded and good. 'Tis true she knew nothing beyond what she had learned at the country school, and she was by no means an apt pupil, being more given to fun than study. Her English was very imperfect and she generally spoke Dutch, while her world was the mountains and dales where she always lived. Her little head was stuffed with legends and traditions, all of which she devoutly believed. But she could put her horse over a gate or fence, shoot a rabbit or even a wild cat, swim like a duck, and out-dance any man in the dale. She was also versed in all the herb medicines that were in general use. Fearful decoctions requiring Spartan courage on the part of the patients to enable them to swallow them. But it was in the kitchen that the girl reigned a queen, being past grand mistress of the art of Dutch cooking.

Her case cookies were a dream, her sauer kraut an intellectual refreshment, and her mince pies a song without words. She was in fact a little Dutch Venus, and her temple was the kitchen; the sight of her, standing amidst

her domestic utensils, being enough to make a half-starved pedagogue fall down at her feet and worship.

Leno's isolation from all that was congenial, his terrible visitation, and dread of the future led him at first to turn to this girl for sympathy, and her beauty, goodness and sweetness conquered him completely, and he fell deeply in love with her.

She on her part became very fond of the handsome stranger, who treated her with so much respect, and whose love was rather implied than expressed; so different from the rural cavaliers whose gambols were more like the armorous capers of a troupe of catamounts than anything else.

One midsummer eve Leno and his sweetheart wandered along the road together and finally ascended the hill that lay between Pinedale and the adjoining valley of Adamsdale. At that time it was covered with a thick forest except on top. Here there was a wide opening, giving full view of the surrounding country as far as the Blue Mountains.

It was a beautiful summer night. The moon shone like a ball of silver. Moonlight shimmering on the mountains; moonlight casting fantastic shadows on forests; moonlight everywhere. The air was redolent with the perfume of wild honeysuckles and roses, and the night breezes rustled softly through the foliage like the "breath of the Master of Life."

Leno and his sweetheart paused at the top of the hill. The girl looked on the landscape; and he looked at the girl. She was very lovely, and Leno was entranced. He fell on his knees at her small, white feet, that glistened bare and beautiful in the moonlight (for in those days girls were not ashamed to go barefooted), unfortunately landing on a clump of thistles that made his features writhe in a most unloverlike manner, and burst into a rhapsody of love, poetry and metaphysics, as only a German can.

The maiden was charmed. It was true that she had not the most elementary idea of what he was talking about, but still she understood that he was making love to her in a way peculiar to himself. So when Leno paused at the end of a long and particularly unintelligible

outburst, she held out her hand and softly murmured: "Jah!"

Leno sprang forward to clasp her, when his form became rigid, his face grew pale, and a look of intense fear rested on his features; for a shadow glided from beneath a wild-rose bush and took shape and became a black dog with a cord trailing from its mouth. "Ho! Leno," it barked, "would you elude me? Would you make love on Midsummer Night? On the night when all spirits have power? Come to the Haunted Barn! Come to the trysting place!"

Then with a swing it cast the cord on the school-master, and the cord became animated and coiled and twisted around Leno like a serpent, enveloping him in its folds from which he was powerless to escape. Then the dog grew to great size and, seizing Leno, began a wild dance, bounding madly round and round, the cord whirling itself around both. Clouds of strange shape passed athwart the moon, and the moonlight shining through them, cast fantastic shadows, and these shadows became animated, and arose, queer, uncouth, unsubstantial figures, and danced around Leno and the dog.

Then the goblin broke into a song, the words unintelligible to the terrified girl, and the air such as she had never heard the like before. It was a fierce chant of unbridled passion, of boundless desires, with a chorus of the laughter that is despair. It was the chant of the Witches of the Brocken. Then the whole crew dashed down the road, deeper and deeper into the forest, and their song died away in the distance.

Now the girl aroused herself, for her limbs had been paralyzed before with terror, and fled on the wings of the wind, never pausing until she reached her home. She rushed in and gave a sigh of relief when she saw the family horseshoe on duty. Then grasping the Bible and taking the Himmelrecht from the wall, flew to her room. She placed the Bible on her bed, and fastened the Himmelrecht to the door, and now being safe from any sudden attack of the powers of darkness, fell into an uneasy sleep.

The next morning she unfolded her tale to the astounded ears of her family. Altogether bewildered and

at a loss what to do in such a crisis, they at once sent for the Domini.

The Domini was the rector of the Red Church and a temporal as well as spiritual guide to the inhabitants of the valley. He was consulted on all occasions, and, while patient and self-controlled with his flock, could, when necessary, denounce their shortcomings with a power of lungs that sent any stray dog headlong to cover, and all the neighboring fence rails quivering at the sound.

The Domini informed the family that their daughter was still safe from the claws of Satan, directed her to have nothing more to do with Leno, to read her Bible, and never to move beyond the bounds of her own domain, without a prayer-book in her pocket, and the family bull-dog by her side.

After the Domini had departed, the family much comforted sent for the "wise man." The "wise man" came, a little old man with long hair, Van Dyke beard and mustache. His nose mounted with large spectacles, giving him the look of an antiquated owl. His general appearance being a cross between a dried snitz and a nut cracker.

The man had been born in the Hartz Mountains, had wandered over Germany and the most of Europe, studied at different colleges, rummaged in old libraries, and absorbed a large amount of useless lore. He at last drifted to this region and turned farmer.

He was the owner of a farm in a secluded dale, called Beaver Valley where he dwelt in an old log house, a relic of colonial times, with loopholes and overhang; his only companion being a stout servant girl who feared neither man, beast or devil.

The wise man had been brought in close contact with the world of spirits, according to rumor, and had many strange adventures. He listened to the girl's story and advised the family to place horseshoes over all the doors and windows, and gave the maiden a charm to wear on her person constantly. It was of such great power that it could turn trees up-side-down, give cows the power of speech, send all the furniture out on a voyage of discovery, and drive the hell-hound, with his tail between his legs, to the deepest pit of perdition.

But all these precautions proved to be unnecessary. The maiden saw Leno no more. But one night she heard the tinkle of a mandolin under her window, and then a voice singing a German ballad:

“How can I leave thee,
How can I from thee part,
Thou only hast my heart,
Darling, believe;

Thou hast this soul of mine
So firmly bound to thine,
None other can I love,
Save thee alone.

There is a floweret,
Called the Forget-me-not,
Wear it upon thy heart,
And think of me.”

Something fell through the open window, the voice ceased and there was silence, while at her feet lay a bunch of forget-me-nots. It was Leno's last farewell.

One night in October Leno stood in the graveyard of the Red Church. It was the eve of All Hallows,—a fine, clear, beautiful night. The woods had arrayed themselves in their coats of red, green and yellow, and all nature was holding high carnival in honor of jovial Autumn. The schoolmaster was haggard and weary-looking.

“Yes,” he said, looking on the graves, “here rest a race of iron, destined to conquer and people a continent. The French have failed, the Spaniards have failed, but the Anglo Saxon never fails, but marches on from victory to victory, until his empire circles the world. And I too might have played a part in the drama, but my doom is fixed!”

As he spoke lights flashed up in the Red Church (of wonderful brilliancy), the organ rolled grandly and a voice of unearthly sweetness sang an old German hymn:

“Alone, yet not alone am I,
“Though in this solitude so drear.”

Then Leno knew that it was no earthly voice that he heard, and that the music was not of this world offering

him refuge, pardon and peace. Full of hope, he started to enter the church, but the dog stood before him. Like lightning it cast the cord, and it wound itself around the schoolmaster like a band of steel. Then the demon slowly dragged him along the road and began to ascend the Red Hill.

The lights in the church grew dim, the hymn ceased, the organ died away with a low sob. Then it thundered out again with a grand crash, and a chorus of voices rang out stern and clear in warning and reproof. Leno knew the chant and shuddered. It was the *Dies Irae*:

“Day of terrible requital,
“Trying every trust and title,
“Oft foreshown in seer’s recital.”

On top of the Red Hill stood an old dilapidated barn, known as the Haunted Barn. A murder had once been perpetrated there and it was supposed to be visited by ghosts, and was carefully avoided after night.

Now about this time of the night a citizen of Pine-dale was slowly and sadly trying to ascend the Red Hill from the Orwigsburg side. He was busily engaged in untangling his feet and trying to adapt a Dutch doggerel to the tune of the Star Spangled Banner:

Ah, Bay, Tsay, die Katz in dem Schnee!

On the top he paused, gave a glance around and was sober in a minute. Near him was the Haunted Barn, from which moans and blows could be heard, and coming up the Hill was the well-known form of the schoolmaster dragged on by the dog. Now our friend was no coward, but to wrestle with the powers of darkness, never! With a wild leap he cleared the fence and hid in the bushes.

The schoolmaster approached the Barn, stopped and made one last struggle to escape, but the doors swung open and the dog plunged in drawing Leno after. They were greeted by a yell of wild, Satanic laughter. Then there was a long shuddering groan, and all was silent.

The terrified spectator fell sprawling on his face. He tried to pray, but all he could think of was

Ah, Bay, Tsay, die Katz in dem Schnee!

The night grew so black that the darkness could be almost felt. A deep long roll of thunder sounded away

among the mountains. It came rolling nearer and nearer and with it came a blast that was like the rushing of wings, accompanied by a multitude of black clouds of strange shapes, and gathered over the barn. Then the lightning blazed illuminating the whole building. Then the doors opened and a volume of black smoke issued and mounting paused in midair. It was followed by another. The first gradually assumed the form of Leno, while the other became a gigantic hound, and the black clouds gathering whirling around, assumed the likeness of fiends. Then the whole weird crew swept away across the peaks of the Blue Mountains and disappeared forever.

As Leno did not appear the next day, a search party was organized, guided by the incoherent description given by the witness to the proceedings of the previous night. They cautiously approached the barn, the door was opened, and there suspended from a cross beam was the body of the unfortunate pedagogue.

Being a suicide, he could not be buried in consecrated ground, so a small bit of land was donated by several of the farmers, and here the exile was laid at rest.

For years after the strange fate of Leno was the subject of many a story around the evening fire, and it was positively affirmed that on Midsummer Night, when the moon was bright, its rays falling on his grave became spirits in the form of white mice holding high carnival until cockcrow. As time passed, his memory grew fainter and faded like the girl he had loved faded into her rest, until only a faint remembrance of the days that were gone remained, for

"After life's fitful fever he sleeps."

Now if any person should doubt the absolute truth of the foregoing narrative, let him visit Pinedale, walk over the Red Hill, view the spot where the Haunted Barn may have stood; and his faith will revive and become great, and he will doubt no more.

Mrs. Susan Moyer Tells of Life in a Bygone Age.

Reprinted from Correspondence in the Tamaqua Courier, March
28th, 1904, by CHARLES GRAEFF, ESQ.

Mrs. Susan Moyer, widow of the late Thomas Moyer, and one of the oldest residents of Tamaqua is to-day celebrating her ninety-second birthday anniversary at the home of her daughter, Mrs. C. A. Millet, corner of Pine and Elm Streets.

Mrs. Moyer has led an exceedingly energetic and busy life, and up to very recently she daily performed many of the duties incident to general housekeeping; in fact as recent as last fall, she for a period of a week or longer had entire charge and care of the house. Owing to the excessively severe winter, she has not been in her usual good health for several months past, and the day is therefore being celebrated quietly by the immediate relatives and friends. Her mental faculties are unimpaired, and having inherited a wonderfully keen memory, and being therewith an entertaining conversationalist, she at all times has ready and willing listeners to the many incidents of her eventful life, sixty-three years of which have been spent in this town. Her years of residence in Tamaqua have witnessed its growth from a straggling village to a large and progressive town. She has always been of a genial nature and lively disposition, has made and retained a host of friends during her residence here, and is held in the highest esteem and veneration by all who know her. Her years of life cover a large and important period in the history of Schuylkill County and the Lehigh Valley, her native home, in the upbuilding of which she was an eye witness and participant. She is one of the very few survivors whose years and memory ante-date the days of the railroad and locomotive, steam

navigation and the telegraph, and in fact all of our modern necessities and conveniences. Unless unexpectedly stricken she bids fair to round out a century of life. We append hereto a sketch of her ancestry, life and times.

THE MICKLEY FAMILY.

Susanna (Mickley) Moyer is a descendent of French Huguenots, who, by reason of the intolerable religious persecutions of King Louis XIV, of France, were compelled to flee the country and seek homes among strangers. Many of their churches and church records were destroyed, and their homes and personal belongings confiscated by the King. Among these refugees were the Mickley or Michelet families who fled to the neighboring Dukedom, Deux Ponts, (Zwei-Broken), then a part of the German empire, where they were unmolested in the exercise of their religion. Jean Jacques, (John Jacob), Michelet the great-grandfather of Mrs. Moyer, and the progenitor of the Mickley family in this country, came to America in the ship Hope, of London, from Rotterdam, Holland, arriving in Philadelphia, August 28, 1733. He was married in this country to Elizabeth Barbara Burkhalter and settled in Whitehall Township, Northampton County, now North Whitehall, Lehigh County. They were of the early homeseekers in that part of Pennsylvania. Both died in August 1769. While the descendants of this couple can be found in almost every State in the Union, yet the "home of the Mickleys" is in reality in Lehigh and Northampton Counties, Pennsylvania. The family has always been prominent in social, business and professional life in the Lehigh Valley and has taken an active part in all the wars in defense of the country from the days of the Revolution.

A REVOLUTIONARY WAR PATRIOT.

John Jacob, a son of the original settler of "Mickleys," who was a man of large means for that day, was a Revolutionary War patriot. He gave the Continental Army the use of his horses and wagons and in every way helped the cause of liberty. When the British troops invaded Philadelphia in September 1777, he, with his teams conveyed the Liberty Bell and also the bells of

Christ and St. Peter's Churches, Philadelphia, to Allentown where they were buried beneath the floor of the Zion's Reformed Church. In the latter part of 1778, after the British had evacuated Philadelphia, the bells were returned to their proper places. A memorial window has been placed in the Allentown Church with a representation of the Liberty Bell, together with the inscription, "In commemoration of the safe-keeping of the Liberty Bell in Zion's Reformed Church, A. D., 1777." Two brothers of this patriot, Martin and Peter, also served their country through the War of the Revolution, the latter being a fifer during the entire war. Both participated in the battle of Germantown. A brother and sister of this John Jacob Mickley together with the members of a neighbor's family, (Schneider), were massacred October 8, 1763, during an Indian uprising near what is now Seigfried's Bridge, Northampton County. An uncle of Mrs. Moyer, (John Jacob Mickley) was a soldier in the militia during the whiskey rebellion in Western Pennsylvania, in 1794. Peter, Jacob and Daniel Mickley, also ancestors of Mrs. Moyer, served in the War of 1812, the latter being present at the bombardment of Fort McHenry, on September 13, 1814. Jacob who died at his home at "Mickleys" June 2, 1888, in his ninety-fifth year, was the last survivor in Lehigh County of the War of 1812. James Mickley, a cousin of Mrs. Moyer, was a soldier in the Mexican War. A number of the Mickley family saw service in the Union cause during the Civil War. Charles, John and Peter were killed in battle; William Mickley was captured and served six months in Libby prison, and Joseph P. Mickley had a record covering many years, as an officer in the United States navy, his service dating from March 28, 1864, when he was appointed Acting Third Assistant Engineer, by Gideon Welles, Secretary of the Navy under Lincoln. After the war he was attached to the North Pacific Squadron, and proceeded to Russian America, now Alaska and assisted in the ceremonies incident to receiving that country from Russia. Later he was stationed in the Far East and saw service in China, Japan and other countries. In October, 1878, he was ordered to the U. S. S. "Ticonderoga" on a special cruise around the world in the interest of commerce.

Joseph J. Mickley, a collector of rare coins, for many years a resident of Philadelphia, was a first cousin to Mrs. Moyer. He was a piano maker and tuner by occupation and was known far and wide for his knowledge of violins and other stringed instruments. His home and business place was a noted resort for eminent musicians and composers and he was most intimately acquainted with the most prominent in those professions both in this country and abroad. He had a world-wide reputation as an expert in, and collector of coins, autographs, autograph letters and musical instruments and at one time owned the most extensive collection of coins in the country. During a three years trip abroad from 1869 to 1872 he made a tour of inspection of the mints of Europe, having been commissioned by the Philadelphia mint to purchase rare coins for its cabinet. He died in Philadelphia, Feb. 15, 1878, at the age of 79.

MRS. MOYER'S PARENTS.

Peter Mickley, a son of John Jacob of Revolutionary fame, and Salome, (Biery), Mickley, were the parents of Mrs. Moyer. Her father was an old time active Whig and for a period of 70 years never failed to exercise his rights and privileges as a voter. He died in 1861 near the old homestead in his ninety-second year. Mrs. Moyer's mother died in her ninety-seventh year.

Mrs. Moyer is the second youngest and last survivor of a family of eleven children and was born March 28th, 1812, at South Whitehall, Lehigh County. The majority of the Mickley children lived to the age of four-score and more the oldest, Mary, (Mickley) Snyder, dying in 1889, in her ninety-eighth year. Mrs. Snyder at the time of her death, was the oldest citizen and resident of Bloomsburg, Pa., she and her husband Daniel Snyder, having removed from Easton to Bloomsburg in 1810, when the latter place was but a cluster of log houses. During an active business career of many years Mr. Snyder accumulated a large fortune, was an extensive owner of real estate in Columbia County, took an active part in politics and represented the county in the State Legislature from 1840 to 1844. Mr. and Mrs. Snyder presented to the State the grounds occupied by the Normal School at Blooms-

burg, Pa. Sometime during the first year of this sister's residence in Bloomsburg, the mother visited her from her home at "Mickley's," situated about four miles from Allentown along the Lehigh River opposite Catasauqua, making the entire journey alone on horse-back, the only means of travel possible over the route taken. She followed the Lehigh River to what is now Mauch Chunk, then nothing but a wilderness with simply a path leading through the site of the future town. The route then continued until she reached a point on the Broad Mountain thought to be located several miles east of Lofty, where there was a public house conducted by Morrison and Albertson, (the latter was the grandfather of Mrs. William H. Haldeman, of town). During this part of Mrs. Mickley's journey she was not in sight of any habitation from the time she reached the present site of Lehighton, until she arrived at this tavern, which was also the only building within a radius of many miles. Near this tavern was the Catawissa turnpike, the first indication of a public highway since she had left home. She remained for the night at this tavern and the next morning continued her journey following the line of the turnpike, and arrived at her destination towards the close of the day. Several days later she made the return trip, following the same route. This journey was made almost ninety-five years ago.

MRS. MOYER'S MARRIAGE.

The subject of our sketch married Thomas Moyer, of South Whitehall, in August 1832. Mr. Moyer was a tailor, which occupation he followed at South Whitehall until he removed his family to Tamaqua, arriving here April 1, 1841. The removal to this town was made by team over what was the most convenient route, via. New Tripoli and Jacksonville, crossing the Blue Mountain and on up through the West Penn Valley. The journey required a day and a half the first night being spent at the tavern of Moritz Foreider, (Leiby's), in West Penn Twp., and the trip to Tamaqua completed the next day. The first person to greet Mrs. Moyer when she alighted from the carriage in front of the Beard, (Walker) Hotel, was Mrs. Priscilla Lebo and the friendship then contracted has

remained steadfast until this day. Another vivid recollection of Mrs. Moyer's first day in Tamaqua, was the fact that her first sight and knowledge of anthracite coal was seeing it burning in the grate as she entered the hotel.

For about three years after their arrival here Mr. and Mrs. Moyer conducted this hotel, having purchased it from Dr. David Hunter and Reuben A. Heaton, the latter having been the previous landlord. This was at that time the leading hotel in the town, the U. S. Hotel and others having not yet been erected. For a long while it was the headquarters of the officials of the Little Schuylkill Company when on their trips to this region and was also the boarding place of numerous of the staff who were employed here. Newkirk, Buck, Laird, Anderson, Du Boise and others of the early officials of the company were frequent guests at the hotel. It was also the headquarters for the stages coming to and going out from Tamaqua. between Pottsville, Mauch Chunk, Summit Hill, Hazleton and Wilkes-Barre, change of horses being made here. Under the good management of the Moyers the hotel became famous over the entire route from Pottsville to Wilkes-Barre, and was a favorite stopping place for the travelling public. These stage routes were owned and conducted by Jacob Peters, who owned or had an interest in many stage lines covering a wide territory in Pennsylvania and elsewhere. Some of the drivers of the coaches at that period were John and Stephen Jones, brothers, David Moyer, a brother of Thomas, a man by the name of Gilchrist from Wilkes-Barre, Job Cox, Frank Bechtel and Jacob Everett, all of whom boarded at the Moyer Hotel.

After leaving the hotel Mr. Moyer engaged in the green grocery and other lines of business, and for fifteen or twenty years prior to his death was one of our Borough constables. He had a wide circle of acquaintances and was highly esteemed by all who knew him. He died in Tamaqua, June 2, 1869.

OUTBREAK OF MEXICAN WAR.

For some time past Mrs. Moyer has made her home with Mrs. Millet. At the outbreak of the Mexican War the Moyer family resided on Hunter Street in the premis-

es recently purchased by Jonathan Alsbach. From this home Mrs. Moyer witnessed the departure of three young men for the war. They journeyed to Pottsville and there enlisted under Captain James Nagle. They were Daniel Rauch, who boarded with the Moyers, and Henry and Israel Kaercher, brothers of the late Jacob Kaercher, of town. Other young men of town who enlisted and served in this War were John Brill, a bugler, Nicholas Keich, William Snyder, and George Albertson. While out in the service the Kaercher boys both died of rheumatism as the result of exposure, and Captain Nagle provided burial for them in a cemetery in Mexico. After the war, on the return home by vessel, Rauch contracted yellow fever and was buried at sea near New Orleans. Some time after hostilities had ceased, Mr. and Mrs. Moyer together with a number of other Tamaqua people drove to Pottsville, there being no railroad connection between the two towns, and witnessed the return home of the Mexican veterans from Schuylkill County and vicinity under Captain Nagle and Col. Francis M. Wynkoop, the latter commander of the regiment. So far as known the only pensioners of the Mexican war in this section of the county are Margaret Brill, widow of John Brill, now residing at Delano, and Ann Farrell, widow of Patrick Farrel, who resided here for many years but who recently removed to Seek. When the war with Mexico opened, Farrell was in the regular army, was appointed a recruiting officer and was stationed at Pottsville. Some of the men who went out from Tamaqua were enlisted by him. He resided in Tamaqua for many years after the war and up to the time of his death.

THE FRESHET.

Mrs. Moyer has a most vivid recollection of the horrors incident to the great "freshet" of September 1 and 2, 1850, in which a number of lives were lost in this town, as well as the destruction of a large amount of property. She at that time lived in the same place where she now resides. The home was entirely surrounded by water, she and the children being rescued by Mr. Moyer and their eldest son, Allen, and conveyed in a carriage to the home of a brother, Charles Moyer, on Railroad Street near the

Kearn's hotel. The flood by that time had risen to the hubs of the carriage wheels. When Mr. Moyer and the son returned to rescue the family of Edward Eveland, owner of the property and who lived in the north half of house, the waters had reached such a height that the carriage was useless, the family making their escape on the backs of the horses.

THE MOYER CHILDREN.

Mrs. Moyer reared a family of ten children—six sons and four daughters—of whom three sons and two daughters are still living. She has always referred with much pride to the fact that five of her sons served in the Union Army during the Rebellion, all of whom had a brilliant war record. The oldest, Allen P. Moyer went South some time before the war, with Richard King, brother of Sampson King, of town, where they worked at their trades as brass moulders. At the outbreak of the war they were both impressed into the Confederate army at New Orleans, where they were working. They later escaped and joined the First Tennessee Loyal Cavalry, at Memphis, Tenn., and served in the Union Army the balance of the war. Allen died in California where he located after the war.

The second son, James M. Moyer, enlisted in Tamaqua on April 24, 1861, in the three months' service under Lincoln's first call for troops, in Co. C, 10th Regt. Pa. Vol. under Capt. W. B. Lebo; returned at the expiration of his term and re-enlisted for three years in the 8th Pa. Cavalry, Co. M, Capt. A. G. Craven, of Doylestown, and at the expiration again re-enlisted in the 104th Regt. Pa. Inf., Co. G, Capt. J. W. Kantner; was appointed Quartermaster Sergeant and served until the close of the war. He was mustered out August 25, 1865. Was in battles of Malvern Hill, Fredericksburg, Chancellorsville, Wilderness, Antietam, Gettysburg and the seven days' fight in front of Richmond. He resides in Tamaqua.

The third son, Albert W. Moyer, enlisted at Tamaqua, April 24, 1861, in three months' service as drummer in Captain Lebo's company; re-enlisted in nine months' service Sept. 4, 1862, in the 129th Regt. Pa. Vol., Co. E, Capt. E. G. Rehner; was in battles of Fredericksburg,

Chancellorsville, and other engagements of his regiment. He was mustered out May 18, 1863; returned home and died shortly after of disease contracted from exposure while in the service.

The fourth son, Lewis Moyer, ran away from home at the age of 18 years and enlisted in the Fall of 1861, in the 11th Regt. Pa. Vol., Co. H, Capt. E. H. Rauch, of Mauch Chunk; re-enlisted as a veteran at Cedar Mountain, Va., Jan. 1, 1864, in the same company and regiment, Capt. D. C. Tubbs, of Mauch Chunk, who succeeded Rauch in command, the latter having been wounded at the second battle of Bull Run; was in battles of Second Bull Run, Fredericksburg, Antietam, Cedar Mountain, Spottsylvania, Wilderness, Fair Oaks, Gettysburg, Rappahannock Station and Thoroughfare Gap. Saw service during the entire war and was mustered out July 1, 1865, and after the close of the war served an enlistment of three years in the regular army. He was stationed in the South with his regiment during the Ku Klux troubles. He resides at Shamokin. Terrence Cunningham, of town, was a boyhood and army comrade of Lewis Moyer. He enlisted in the same company at Mauch Chunk, Nov. 9, 1861, and was wounded at the Second Bull Run fight, at Fredericksburg and at Spottsylvania.

The fifth son, Zachary T. Moyer, enlisted February 28, 1863, in the 48th Regt. Pa. Vol., Co. D, Capt. Peter Fisher and later under the command of Capt. J. Frank Werner. He was in the battles of Cold Harbor, Wilderness, Petersburg, Shady Grove Church, Weldon Railroad and other engagements with his regiment. He was promoted corporal June 16, 1865; mustered out July 16, 1865; enlisted in the regular army at Reading, Pa., Dec. 6, 1866, in the Fourth United States Infantry, Co. I, Dep't Platte, General Augur commanding; was stationed along the line of the Union Pacific Railroad guarding the construction corps. He was promoted corporal of Co. D, 30th Regt., U. S. Inf., Sept. 11, 1868, at Fort Fredk. Steele, Wyoming Territory, Col. John D. Stevenson commanding. January 30, 1869, he was appointed Sergeant of the same company and regiment. Others from town who were in the same regiment in the regular army were Andrew Seidle, Phillip Keller and John Moyer, brother of R.

A. and J. H. Moyer, of town. All returned to Pennsylvania at the expiration of their enlistments. Mr. Z. T. Moyer has for some years past resided at Wilkes-Barre.

EARLY LIFE IN LEHIGH COUNTY.

In Mrs. Moyer's early life in Lehigh County, farming operations were carried on in a decidedly primitive way. The only farm implement that could really be called machinery was the hand power fanning mill. Grain was cut with the sickle, the grain cradle not coming into use until some years later. All grain was thrashed with the flail; thrashing machines, reapers and mowers not being even dreamed of then. Some 500 acres of the original purchase by the first John Jacob Mickley are still owned and occupied by his descendants. Mrs. Moyer was born in the first dwelling house erected by the original Mickley when he came to Northampton County and took this land. A portion of the house is still standing in good condition and occupied as a dwelling. There is also standing at Mickley's the one-story, one-room, stone building where she attended school when a small girl. The structure was erected over a century ago and has long since been abandoned for school purposes although it is still in good condition and is used as a dwelling. Those were the days of the "pay school" public schools not being established until many years later. The farmers who sent children to this school contributed in proportion to the number sent. Mrs. Moyer's father was one of the trustees or directors of the "pay-school." Of the early teachers (male) she recalls the names of Schmidt, Miller, and Sousman. Sunday schools were at that time unknown, all instruction was received in the day school and in the German language only, the course of study comprising the Bible, Catechism and the "Three R's." Mrs. Moyer remembers well the first inauguration of the public school system in her neighborhood and the fierce opposition it created among those taxpayers who were called upon to pay school tax and who had no children to send to school.

The turnpike between Allentown and Mauch Chunk passed by the home of Mrs. Moyer's parents and a daily stage line ran between the two places, a coach starting

out from each end of the route, the round trip requiring two days. In the early days in that region the only means for travel as well as for the transportation of goods was by team, and the market for the farmer's surplus grain was in Philadelphia. In the fall of the year when the crops of the season were ready for disposal, it was the custom for a number of farmers within a given radius to make the trip at the one time and together. Mrs. Moyer has repeatedly seen as many as a dozen and more of the large Conestoga wagons, each drawn by four horses, pass along the turnpike in front of the Mickley homestead, loaded with grain for the Philadelphia market. The round trip required the greater part of a week and on the return trip each team would be loaded with supplies for the family and farm for a year. Fish, salt, groceries and other supplies were purchased in this way. Sweet potatoes and oysters were at that time great luxuries to these people and the first of these seen by Mrs. Moyer were brought from Philadelphia on one of these trips by her brother Joseph.

PRIMITIVE METHODS.

In Mrs. Moyer's girlhood days nothing was known in her neighborhood of the uses of cotton goods and materials. Everything in the line of wearing apparel, bed clothes, table coverings, etc., was made of either linen or wool. Every farmer large and small had his flock of sheep and field of flax and he and his family did all the work incident to the production of their yearly requirements of woollen and linen goods, from the shearing of the sheep and the gathering of the flax through all the succeeding operations except the weaving of the cloth. Mrs. Moyer was an adept in these lines of work and while at home with her parents assisted at the annual shearing of the sheep the wool then being taken to the home of her uncle, Frederick Biery, who carded all the wool for the farmers within a wide territory. Each farmer spun his own wool at home after which it was taken to Heckman's at the present site of Catasauqua to be woven into cloth. In the spinning of the thread two grades were made, fine and coarse, the former was woven into blan-

kets and cloth for clothing and the latter used for carpet chain.

Mrs. Moyer also took part in all the work preliminary to the weaving of the linen, assisted in gathering the flax in the field as well as the drying, beating, combing and spinning the same. In the spinning of the thread, three grades were made. The finest was taken to Heckman, who did all the weaving in both the plain and pattern work for the farmers for miles around, and made into cloth for wearing apparel and household uses. The covers for the Conestoga wagons were made of linen woven from the coarser grades of thread. All the grain sacks used at that day were made of this grade of linen, the cords to tie the same were also made of linen and were considered so valuable that each cord was sewed fast to the sack and was so well made that it wore out only with the sack itself. All bed cords, plow lines, and clothes lines were made of linen. These were made by an uncle Jacob Mickley, who owned a machine for that purpose and did all this kind of weaving for the neighborhood. For sewing purposes linen thread was the only kind known or in use at that time by these people and every family spun their own thread. After spinning the thread it was strung on the clothes line to dry during which time it required close watching to keep the goldfinches away from it as these birds would tangle the threads until they were in such a condition that it was impossible to unravel them. Buttons for men's shirts were made of linen thread, and were shaped by winding the thread around two crossed pins. After being shaped the buttons were made solid and hard by sewing the thread through and around them. The complete shirt was so strong and durable that shirt, buttons and thread practically wore out at one time. There is still in the family a linen table cloth that Heckman wove more than 75 years ago, Mrs. Moyer assisting in all the operations preliminary to the weaving.

Coal fires were unknown in that section of the country, wood being the only fuel used. In the spring of each year colored chimney-sweeps from "Nigger Hill," Allentown, made the rounds of the Mickley settlement and cleaned out the chimneys. Nothing was known of rail-

roads within many miles of her native home, and Mrs. Moyer's first sight of one was when she arrived in Tamaqua in 1841. She recalls the time when there were no furnaces or iron industries of any kind in the Lehigh Valley, these enterprises having been established since she removed to this town. For a long while the only means of transporting ore to the furnaces was by team, railroad connections not being made until some years later.

BUILDING OF LEHIGH CANAL

When from 12 to 15 years of age, Mrs. Moyer witnessed the construction of the Lehigh canal near "Mickleys," the Lehigh River separating the canal from the settlement. For a while a packet boat service for passengers and mail only was operated between Catasauqua and Easton, (and later between Mauch Chunk and Easton). The boat had room for about 25 to 30 passengers. The first trip was made upon a Sunday, Mrs. Moyer being an eye witness of the event, which she says created great excitement among the country people who came from miles around and lined the banks of the canal and adjacent ground.

When Mrs. Moyer took up her residence in Tamaqua, Pine, Railroad and the adjacent streets were to a large extent swamp and woods, and that portion of the town south of Broad Street and west of the railroad, had but a few scattered dwellings. Welsh Hill was covered with brush and timber, no streets having as yet been opened in that part of town, while Dutch Hill was a wilderness and bare of buildings except the Reformed-Lutheran Church, together with several stone, and not more than three or four log houses.

When 14 years of age, Mrs. Moyer united with the Reformed Church at Egypt, Lehigh County, under Rev. John Gobrecht, the Reformed denomination having been the original Refugee Church of the Huguenots. Upon her removal to Tamaqua she at once united with the Reformed Church here, and has so continued to the present time, having been a member of St. John's Church, Pine Street, since its organization.

Out of the circle of acquaintances made by Mrs. Moyer in Tamaqua more than half a century ago, the

only survivors who are still residents of the town are: Mrs. Catharine Krebs, in her 95th year; Mrs. Katharine A. Lutz, in her 94th year; Mrs. Polly Fetter, in her 93rd year; Mrs. Priscilla Lebo, in her 88th year; Mrs. Rebecca Kleckner, in her 85th year; Mrs. H. F. Stidfole, in her 81st year, and Mrs. Jacob Kaercher, in her 78th year.

Note:—All of these aged companions and friends of Mrs. Moyer's have since died, excepting Mrs. Jacob Kaercher, who is still in good health, (December, 1906).

Mrs. Moyer, who is in her 95th year, is also still remarkably keen in mind and active in body for one of her age. Her eyesight, however, is slowly failing her. A gentleman visiting her recently found her busily engaged in paring potatoes, and he thought she did it better than many a one seventy-five years younger would do the work.

A Talk About Two of Our Provincial Maps with Sketches of the Authors.

Prepared by DR. J. J. JOHN, of Shamokin, Pa., and read before the Society, April 25, 1906.

In 1681 William Penn secured from Charles the Second a royal charter for an immense province covering over 47,000 square miles in its territory. In making a settlement of this great domain in the wilderness and establishing a good government for the same, great responsibility rested upon the founder and proprietor. A capital city was to be laid out and surveys of counties, townships and individual tracts were to be made. For these duties the office of Surveyor General was created. Thomas Holme was appointed to fill this position in 1682, and as settlements spread out, deputies were added to the force of the Land Office. These appointments were strictly proprietary ones. In the course of time as new counties were erected, the office of Surveyor General became a great store house for all documents relating to the surveys made.

It was the duty of the Deputy Surveyor in making his surveys to note all information that was needed in relation to said surveys, as to soil, timber, waters, springs, minerals, etc. This employment necessarily made him a very observant person and also a good woodman. The men he had to help him were generally settlers of the neighborhood where the surveys were made. Nearly all these settlers were great hunters and as such were well posted about the country for many miles, and were thus very useful to the surveyor.

The provincial period produced many efficient sur-

veyors, and notably among these were Nicholas Scull and William Scull, his grandson, both of whom obtained a great reputation as surveyors and map makers; and as such, the writer finds it necessary to give short sketches of them in carrying out the objects of this article.

NICHOLAS SCULL.

He was a son of Nicholas Scull, Sr., born at White-marsh, Pa., October 26, 1701. He received a good education and while a young man resided in Philadelphia and became connected with the Surveyor General's office. He was one of the original members of the famous Junto Club instituted by Dr. Franklin. Franklin in naming these members speaks of two of them as follows: "Nicholas Scull, a surveyor, and who became afterwards Surveyor General. He was fond of books and wrote verses." "Wm. Parsons, brought up to the trade of a shoemaker, but having a taste for reading, had acquired a profound knowledge of mathematics. He also became Surveyor General."

Nicholas Scull was a Deputy Surveyor under Surveyor Generals Taylor, Eastburn and his friend Parsons, the latter of whom Scull succeeded in 1748 as chief, which position he held until his death in 1761. He was acquainted with several Indian languages and on frequent occasions served the government as its interpreter. In 1736, as Deputy, he made the surveys in the region of Bethlehem and Nazareth; in 1737 he was with the Walking Survey. In 1734, he was commissioned Sheriff of Philadelphia, which office he held for several years. In 1748, he was appointed Surveyor General of the Province, which office he held until his death—a period of thirteen years. During his term in this office, the counties of Berks and Northampton were erected. He served as Sheriff for the latter county for the term of three years. His son Edward, with Benjamin Lightfoot and Thomas Cookson were the Commissioners that ran the boundary for Berks County. As the Land Office was closed in 1776, and not re-opened until 1780, the surveyors were out of positions, and his son Edward served as Major in the command of Colonel Morgan of Berks County.

The crowning effort in the life of Nicholas Scull was the map he published in 1759, two years before his death, representing the improved parts of Pennsylvania and Maryland, largely prepared from his own surveys. This was noted as being the first correct map of the Province, pronounced by scholars as an admirable work. The map gave the forts erected, Indian paths, and other matters of interest.

Nicholas Scull died in 1761, leaving the following sons: Nicholas the 2nd, John Jasper, James and Edward—all of whom were surveyors.

WILLIAM SCULL, THE MAP MAKER.

William Scull, a son of Nicholas the second, and a grandson of the Surveyor General, was well educated and well read, and through the good training of his grandfather in the Land Office, was one of the best qualified surveyors in the Province; and when Berks was made a county in 1752, it is supposed that he was appointed the Deputy for this district. This seems likely as several of his relatives lived at Reading, and his grandfather had the opportunity to put his deserving and competent grandson in this office. The writer is under the impression that some of the earlier surveys made on the site of Pottsville, such as the Norway and Pinegrove tracts of 1766, and others in Brunswick and Manheim townships were made under his jurisdiction.

But when the New Purchase of 1768 was made, we come in closer relation to William Scull as Deputy Surveyor under John Lukens. At this date he made the survey of Pomfret Manor, a tract of 5,000 acres on which Sunbury is now located, also the survey of Muncy Manor. In 1769, William Scull and William Maclay were appointed deputies to survey the officers' lands on the waters of the West Branch. This same year, these two surveyors with the addition of John Biddle were appointed a commission by the Province "to settle and fix the boundary lines between Lancaster, Cumberland and Berks Counties, and those between Berks and Northampton Counties." In running the line between the latter two

counties, they passed over the territory near Ashland and at this time are supposed to have noticed the existence of coal here, which afterwards appeared on Scull's map. At this period the map of 1759 had lost much of its usefulness by the rapid settlements northward and westward, and a new map was badly needed to keep up with the rapid development of new territory, which now extended to and beyond the Alleghenies.

The Penn heirs, ever watchful to maintain the boundaries of their province, which were now attacked on several sides, and also to keep in touch with the settled parts, after a careful effort to secure a surveyor every way competent for the work, selected William Scull for this purpose. It was a good selection. His own experience, with that of his grandfather, and his full knowledge of the records of the Land Office, qualified him to prepare a good map. The publication appeared in April, 1770, and the Penns and the public acknowledged it as the work of a skilled and reliable map maker.

In 1772, upon the organization of Northumberland County, which was erected out of parts of Berks, Lancaster, Bedford, Cumberland and Northampton Counties, its territory embraced about one-third of the province. It extended west as far as Lake Erie, the head of the Lehigh on the east, the State of New York on the north and the mouth of Mahantonga Creek on the south. A commission consisting of William Scull, Jesse Lukens, Joshua Elder and James Potts, was appointed to make the survey of this new county.

In 1774 William Scull and Colonel Samuel Hunter were elected delegates to attend a Provincial meeting to be held in Philadelphia on July 15th. Mr. Scull was on the committee to draft resolutions for the Assembly. These resolutions may be regarded as a model for the purpose for which they were drawn.

During 1775 he was elected Sheriff of Northumberland County and as such accompanied Judge Plunkett in his invasion of Wyoming. At this time he resided in the town of Northumberland, and it is recorded that his home contained the finest library in the new purchase.

In 1777 he was a Captain of a company in the regiment of Colonel Hunter. The Land Office being closed in 1776 and his term of office expiring the next year, he removed to the town of Reading.

On January 1, 1778, General Washington appointed him as a military surveyor of the Geographical Department. After two years' service in this arduous work he resigned on account of broken down health, and some time afterwards made application for a position in the Land Office, which was re-opened in 1780. The following letter to Joseph Reed, President of Supreme Executive Council will explain this matter :

"Reading, January 26, 1780.

Sir,

I obtained permission of his Excellency General Washington in September last to quit the Geographical Department in which I had assisted Mr. Erskine since January 1778, in hopes I might procure some establishment in my native state, as I then understood the Proprietary Estate was to be regulated, and the Land Office opened on a new foundation. The Commander-in-chief and Mr. Erskine have given me certificates of their approbation of my conduct as a military Surveyor, which I can produce to your Excellency at any time you would chuse to see them. I was brought up in the Surveyor General's office under my grandfather Nicholas Scull, formerly Surveyor General of this state and have been in the practice of that business ever since, until I entered the Line, which my dangerous state of health obliged me to leave.

I should be very glad if your Excellency should think I have any pretensions to a berth in the Surveying way whenever the officers shall be arranged and that I might hope to have the honour of your Excellency's countenancing my application.

I am Sir,

Your Excellency's obedient humble servant,
W. Scull."

Directed,

"His Excellency, Joseph Reed, President of Council of the State of Pennsylvania."

After this date we have no further knowledge relating to this famous surveyor. From what has been given in this article it is evident he was well qualified to prepare the map of the Province, by using the knowledge he had gained in the field service as well as the familiarity of the records of the Land Office.

DISCOVERY OF ANTHRACITE COAL.

The wisdom of Divine Providence is clearly manifested in the creation and careful storage of coal. Ages before man appeared upon the face of the earth, the luxuriant growth of successive forests at certain periods was securely covered by strata of earth and rock, to be converted into a mineral fuel for the future use of mankind. Only the outcrops of the coal measures revealed the secrets of the precious storage. The exposures of these outcrops were principally made by the following causes: The action of water, the blowing down of large trees, and the digging of wells, races, etc.

The first discoverers of coal are unknown, but were made by persons who were attracted by the bright black appearance of the mineral, but who were ignorant of its value as a fuel. Such discoveries amounted to little. Doubtless the Indians were the first to notice this mineral. The discovery of coal in the Northern Coal Field, was made by water denuding the covering of the outcrops; the same may be said of the Shamokin region, while in the Southern Coal Field, the veins were generally exposed by the uprooting of large trees and in the digging of races, wells, etc.

Philip Ginter's discovery originated by sheer accident—finding the outcrop of a coal vein beneath the roots of an upturn pine. Nicho Allen's find of stone coal and its burning qualities tested, was from the bed of an uprooted tree. Digging a tail race for a saw mill on Norwegan Creek, revealed a valuable find of coal,

THE QUESTION.

A question submitted to me, asks "Who told William Scull prior to 1770 that there was coal in Schuylkill County and how did he find it?"

In reply to this query I will state that it matters not whether Mr. Scull or his men personally made any of these discoveries. It is safe to assert that either he or other Deputy Surveyors had seen these exposures of the outcrops and noted them down. For instance Charles Stewart, a deputy surveyor, in laying out the Manor of Sunbury, opposite Wilkes-Barre, in 1768, marks on the draft "Stone Coal." Again in the survey of the Saint Clair tract, in 1774, "Coal" is marked on the draft. Thus from his own observations and the records of other deputy surveyors, Mr. Scull's Map was constructed. The names of discoverers, even if known, were regarded as extraneous matter. The great object was to construct a practical map. And it is to Mr. Scull's credit that the "coal points" he gave, all proved afterwards to be valuable coal properties.

THAT FRENCH MAP OF 1772.

To explain the origin of this map and the purpose it was intended to serve, it will be necessary to go back to the early history of our province and its boundaries.

The Virginia colony in 1609, by charter, was given an immense domain reaching 400 miles along the Atlantic coast, and extending up into the land throughout from sea to sea, west and northwest. This truly made Virginia the dominion colony, but for 100 years only a small portion of this territory had been visited by white men. In the meantime the French had acquired large possessions along the St. Lawrence and later held the great Mississippi Valley by right of discovery, occupation and the force of arms. This new acquisition was called Louisiana, which embraced all the land watered by the Mississippi River and all its tributary streams. The French now had possession of the St. Lawrence and Mississippi Valleys, which were connected by the Ohio Valley, that afforded an opening to the English. To shut the English

out, in 1749, DeCeloron and a force of soldiers came from Lake Erie to the Allegheny River and passed down this river to the formation of the Ohio River, and down "the Beautiful River" to near its junction with the Father of Waters. At various points along this route, DeCeloron buried leaden plates to indicate that all the land watered by the streams that run into the Ohio belonged to the King of France. A Jesuit priest that accompanied the expedition made a map of the region visited. For further establishment of the French Claim, in 1752, several forts along the Allegheny River were erected, and English trappers and traders were warned not to intrude in this country.

About this time a great land company, called the Ohio Company was chartered by the King of England, with a grant for 500,000 acres. The company was principally composed of a number of wealthy Virginians among whom were Lord Fairfax, and Lawrence and Augustine Washington, brothers of George Washington. A large portion of this grant was located in southwestern Pennsylvania, and George Washington, the surveyor of the company, took up some large tracts of this land which then were included in Cumberland County, but later became parts of Fayette, Green and Washington Counties. Through the contention between the Ohio Company and the French, about building forts, the French and Indian War was commenced, Braddock was defeated in 1755, the French held the country in dispute, and Fort Duquesne was built and held by them for three years. During this time of French occupation, another map was constructed, as the French were great map makers.

In 1763, the struggle between the French and English for the possession of America terminated in favor of the latter through the heroic efforts of General Wood. The result of this great contest for territory, ended with Great Britian becoming in full possession of Canada and all that part of the United States between the Atlantic Ocean and the Mississippi River.

THE PROCLAMATION LINE—1763.

We now come to a subject that is closely connected with the one we have under consideration. For the better government of the large territory just acquired, England divided it into several provinces. For instance, the proclamation line was a line drawn around the headwaters of all the rivers of the thirteen colonies which flowed into the Atlantic Ocean, and the Colonial governors were commanded to grant no more land and to allow no settlements to be made west of that line. The immense tract west of the said line was set apart for the exclusive use of the different Indian tribes and called the Indian country. By this division line some six of the colonies suffered a loss in their area. Pennsylvania for example had about one-third of its territory set apart for the Indian country. The arrangement of the Proclamation Line was made by a commission of which Sir William Johnson, the Superintendent of Indian Affairs, took an active part, assisted by his Deputy, George Croghan, a famous Indian trader. This Indian territory was composed of some of the best land in the country with the navigable rivers of Mississippi and Ohio that opened up a field for speculation to be operated by a smart combine of promoters.

It appears that Sir William Johnson, who was well acquainted with the value of the Indian lands along the Ohio, in 1766 proposed to William Franklin, then Governor of New Jersey, the scheme for establishing a new province on the Ohio River. The proposition was sent by Governor Franklin to his father, Dr. Franklin, then residing in London, to procure the grant. A charter was obtained through his influence, as he then stood high in government circles. Franklin saw the opportunity to hurt the Penn family against whom he was bitterly opposed, as at that time he was pushing the question of having the government of Pennsylvania taken from the Penns and assumed by the Royal Government. He saw the opportunity of cutting off the western part of the province to be created with other territory into a new one. Upon securing the charter, the company was organized,

at the head of which was Thomas Walpole, an eminent London banker. As he was the man who had contributed most of the funds, the company was called the "Walpole Grant." Another prominent member was Thomas Pownall, as well as Benjamin Franklin, Samuel Wharton, a wealthy Philadelphian, and his brother Thomas Wharton. The stock was divided into seventy-two equal shares. In 1770, the Ohio Company was merged in the new company as is shown by the following paper, viz:

"We the Committee of the Purchasers of a Tract of Country for a new Province on the Ohio in America, do hereby admit the Ohio Company as a Co-Purchaser with us for two shares of the said Purchase, in Consideration of the Engagement of their Agent, Col. Mercer, to withdraw the Application of the said Company for a separate Grant within the Limits of the said Purchase. Witness our Hands this 7th Day of May 1770.

Thomas Walpole
S. Pownall
B. Franklin
Samuel Wharton."

George Croghan, the active agent of the Walpole Grant was located at Pittsburgh, and in this capacity fought the Penns as bitterly as Franklin. The scheme was well planned and promised great results in building up a new province, or as the promoters called it, "A New Colony." This territory was in the province of the Indian country, specially set apart for the Indians, for their homes and hunting grounds. The Six Nations held a leading influence in the government of this territory, as Sir William Johnson, the Superintendent of Indian Affairs, who most likely originated the "Proclamation Line," through his dealings and domestic relations with the Iroquois held them under his absolute control. Through him and his Deputy, Croghan, the Indians were to release the new territory to the new company, being a large tract of choice land on the banks of the Ohio and its navigable branches, for a great settlement to be a barrier between the Indians and the thirteen colonies, or in other words a neutral colony for both parties. Surveys were made

and German settlers were to be procured to occupy the new colony. Matters moved on smoothly for a while, but some trouble ensued from tribes of Indians that were not satisfied that this territory should be permanently occupied by the whites.

The Penn government sent Arthur St. Clair here to look after its interests. He was provided with a Scull map, to show that the new colony was an intruder. To overcome this argument, Croghan and others, denounced the Scull map as erroneous and had a new map of the province drawn changing the Scull map so as to show that the western boundary of Pennsylvania was some distance east of Pittsburgh.

Croghan and Thomas Wharton of Philadelphia kept up a continuous correspondence for several years, in which the progress and prospects of the new colony were discussed. Samuel Wharton, the director, seems to have resided in London at this time. In a letter to Thomas in 1772, Croghan encloses a packet which he urges to be sent to Samuel at once. From the remarks made in reference to it, the writer supposes the packet contained the revised map that was to be sent to Paris for publication in the French language. For a satisfactory explanation that letter will here be given in full.

THE CROGHAN LETTER.

Pittsburgh, Nov. 11th, 1772.

Dr Sir.

The enclosed packett from yr brother I must request you will forward by the most speedy & safe conveyance as it is necessary he should have it before he leaves England—its relating to something necessary to be known before ye bounds of Pennsylvania be settled as I here both partys intend to settle it amicably. Scull's Map is a very fradulent one & has been published with a view to D'ceive the publick here, wh they have done effectually and rob'd ye people of vast sums of Money & phaps they had in view likewise to get a Line settled with ye proprietors of ye New Colonie by that Map. I have had ye Rivers Monongahela run from Fort pitt up to Descous

Line where it crosses that River & find that they have placed for pitt 13 miles on a direct Line more North than its true situation in order to show it opposite to a Western bend in the River Delaware about Easton. I have likewise had ye Youghiogheny River & find ye body of that River to be in ye New Colonie I believe to the forks of Turkey foot. I have likewise had part of ye Ohio river run, all wh prove that that Sculls Mapp was Intended as a Masterly piece of Deception intentionally done. I can assure you with Great Truth that Fort pitt lays about twenty miles to the Westward of ye Western bounds of Pennsylvania giving Mr. Penn 54 miles to a Degree of Longitude from every part of Delaware & his five Degrees, and the Lands that will fall to ye New Colonie & that has been sold by Pennsylvania is well settled and all very fine soil & that an office may open for ye sale of ye New Colonie at £10. Sterling pr. hundred & half penny Quitrent. It is true some Lotts may be left on ye proprietors hands, but in Ten years Time those parts will sell for more than ye best will bring now. This I write you for yr own satisfaction & yr friends that they may make what use you please of it.

I am Sir with Great Respect,
Your most Humble Servant,
George Croghan.

In another letter the Governor of the New Colony is spoken of, but his name is not given, and in another one, Croghan writes that "the New Colony will contain near 40 million of acres and you be assured the lands will sell at £10 sterling per hundred and a half penny sterling quit rent as fast as they can be surveyed."

But the year 1773 brought serious disappointment and the golden fleece was now eluding their grasp. The County of Westmoreland was erected by Pennsylvania, and lands disposed to settlers, and Governor Dunmore of Virginia, with Fort Pitt for headquarters, also went in the business of land sales with Virginia titles at lower rates than Pennsylvania. Matters continued to grow worse and worse for the New Colony and Croghan became

disheartened. To add to his troubles Dr. John Connelly, his son-in-law, appeared on the scene, a violent Tory and the tool of Lord Dunmore, who was later imprisoned as a traitor to his country.

In 1774, the New Colony felt the avenging blows of Nemesis, which came hard and fast. Sir William Johnson died, General Gage went to England, money and supplies failed to be sent for the aid of Croghan, the Indians became dissatisfied by the non-fulfillment of pledges, the Revolutionary War broke out in 1775, and the scheme, in 1776, was given up in disgust.

In 1780, it was agreed between the states of Pennsylvania and Virginia that the Mason and Dixon Line should be extended the distance west as claimed by Pennsylvania in the past.

FINAL RESULTS.

Pennsylvania whose boundaries had been attacked on every side for a hundred years or more, proudly entered the Union as the Keystone of the arch, with her rectangular figure preserved and her area undiminished. And further, while the French map of Croghan had been proven to be a fake to aid a dishonest corporation, the good name of William Scull has been fully vindicated by the general approval of the truthfulness of his map of 1770.

A Letter of The American Revolution.

INTRODUCTION.

Every step of the rugged way trodden by the first settlers of our country is of interest to their descendants. And yet for us, living in an age in which numberless inventions and conveniences contribute to our comfort, it is almost impossible to conceive the hardships endured by our forefathers. From what little we do know of their history, how they lived, what they possessed, and with what few comforts they managed to get along, seem almost a miracle. We can learn something of their ways and means from their furniture, their tools, their household utensils, their clothing, and the few journals and letters that have been preserved by their descendants.

The accompanying letter has come down to us from the days of the Revolution. The paper is all broken where it had been folded, and on this account a few errors may have been made in copying the imperfect parts. The letter tells little of the home life, but it does show the distress of the people during that period, and it also furnishes the names of some private soldiers that, so far as is known, were never before published. The Penna. Archives do not contain the names of any of Lieut. Col. Henry Spyker's battalion except those of the officers. It is to be hoped that the rolls of some of those companies may yet be found among old papers, stored in some old chest. The battle referred to in the letter was probably that of Germantown, as Col. Spyker's battalion had been assigned to Col. Morgan's command, and the latter took part in that engagement.

The published records show that in May 17, 1777, Bernhard Zimmerman was First Lieutenant of the Fifth Company, Capt. Michael Bretz; Sixth Battalion, Col.

Henry Spyker, of the Berks County Militia, on May 17, 1777. He was still Lieutenant of the Fifth Company, May 10, 1780. The company was then commanded by Capt. Philip Hedrich.

At the close of the war Bernhard Zimmerman and wife Eva settled on a tract of several hundred acres of land just west of Pinegrove, the homestead being at present the property of Mrs. Samuel Moyer. Here he died in January, 1818, and was buried at the old stone church at Pinegrove. They had nine children, and all but one, Philip, left descendants. The children were Margaret, married to John Hand; John, Bernhard, Eva, married to Philip Keiser; Magdalena, married to Jacob Hubler; Peter, Henry, Jacob and Philip.

In the translation of the letter no attempt has been made at literal exactness, but to give a fair interpretation to its meaning. The letter is the possession of Mrs. A. Beecher, Pinegrove, Pa., who kindly gave the use of a copy of it. It is probable that other equally interesting letters are to be found if people having old papers in their possession will examine them.

The name "Bugler" is the same as "Buechler." The name "Hoffman" is imperfect, and the suggestion was made that it might be "Stutzman," but the former is probably correct.

THE LETTER.

Gott zum Gruss und von mir viel Tausend mahl
gegrusset Herz viel geliebter Mann;

Es ist mir und alle eine Herzliche Freude das Du mir
geschriben hast von Deiner Gesundheit bei welcher Dich
der barumherzige Gott gesegnet hat. Dann wollte [Ich
schreiben] wass mich und unsere lieben Kinder aulangt.
So sind wir Gott sei Dank noch alle wohl. Aber lieber
Gott erbarme sich in grosser betrubniss wegen Deiner
Abwesenheit. Allein lieber Mann wir wollen gern alles
mit der grasten Gedult ertragen wan wir nur von Gott
erbitten können das er Dich uns wider Glücklich schenken
wird. Allein wir stehen jetzt eben in dem aller grosten
Sorgen weil wir gehort dass ihr schon zwei Tagen nach

dem Du Deinen brief geschrieben in Gefecht gewesen und wir nun doch nicht wissen ob Du noch beim leben bist weil Deinen Brief im Tag vor dem fechten geschrieben worden. Nun lieber Mann Gott wolle Dich und alle die bei und mit Dir sind aus aller Gefahr erretten und wieder zu den Deinigen bringen; wo fur wir alle Gott von Herzen Lob und Dank abstatten wollen. Lieber Mann was unser Freundschaft i m gemeinen anlanget, als Vater, Mutter, Gerschwister und Schwager, so sind wir alle noch wohl und lassen Dich von Herzen grussen, sonderlich der Jorg welcher Deinen Brief heruber gebracht, wie auch der Schwager Wolfarth, und sich mit mir wegen Deines guten Glucks und bestundiger Gesundheit von Herzen freuen. Was den Jacob Stein aulangt so ist Gruss au seine lieben Eltern erfreulich aufgenommen und sie freuen sich seiner Gesundheit und lassen ihn von Herzen grussen. Was die audern aulangt als Christian Stutzman, Peter Bugler, Johannes Bugler, so enfreuen sich ihrer lieben Freunde auch ihrer guten Gesundheit und wunschen ihnen ernst Herzlicher begrussung Gottes vatterlichen beistaud. Nun lieber Mann weider weiss ich fur dies Mahl nichts zu scheibn. Ich befehle Dich unter viel Seufsten und Tranen in den Schutz des almachtigen Gottes, und bleibe Deine treue Frau bis in den Tod.

EVA ZIMMERMAN.

Tulpehocken, Dec. 19, 1777.

Bernhart Zimmerman, Ihr und Daniel Hoffman habt auf einen Tag geschrieben und [es] ist also mit seinem Beifals wie mit Eurem das wir also auch nicht wissen ist ehr glucklich durch gekommen oder nicht, weil ihr alle beide ein Tag vor dem Gefecht geschrieben. Ist ehr noch benebst auch beim Leben so grusset ihn von uns viel Tausend mahl und wir bitten Taglich Gott das er ihn allen Jammer und Herzleid bewahren wollte und all die mit ihm in Gefahr stehen. Ruft Gott in Eurem Nothen an, er wird gewisslich bei Euch stehen. Lieber Daniel Deine Kinder sind gesund und alles geht in gutem stand. Ich

befehle Dich Gott. Schreibt so bald möglich wieder.
Jetzt ist es am nothigsten.

(Addressed to) BERNHART ZIMMERMAN,
Zweider Leudenand unter Herrn Cornell
Spicker und in der Company Herrn Cap-
tains Henrich Weber in der Arme ohn weid
Germanon.

TRANSLATION.

Dearly Beloved Husband:

I commend you to God, greeting you heartily
many thousand times.

It is a sincere pleasure to us all that you have writ-
ten to me concerning the good health with which the
merciful God has blessed you. As to myself and our dear
children, thanks be to God, we are all well thus far; but
the dear Lord be merciful in our great anxiety on account
of your absence. However, dear husband, we will cheer-
fully bear all with the greatest fortitude and patience if we
may only have our prayers to God favorably answered,
that He return you safely to us again.

But we are just at present in the very greatest anx-
iety, because we have heard that only two days after you
had written your letter you were engaged in battle, and
now after all we have no assurance that you are still
among the living, because your letter was written two
days before the battle. Now dear husband, may God
save you and all who are with you and near you from
danger, and return you safely to your own, for which we
will render hearty praise and thanks to God.

Dear husband, in reference to our relatives in gen-
eral, viz: Father, mother, sister(s) and brother(s), and
brother-in-law, we are all well, and send hearty greetings
to you, especially George who brought your letter over to
us; and also brother-in-law Wolfarth, who rejoices heart-
ily with us because of your good fortune and continued
health.

In regard to Jacob Stein, the greetings from him to
his parents were gladly received by them, and they re-
joice in his well-being, sending hearty greetings to him.

Concerning the others, as Christian Stutzman, Peter Bugler and John Bugler, their dear friends also rejoice because of their excellent health and send sincere and cordial greetings, praying God's fatherly protection for them.

Now, dear husband, I know of nothing else to write at this time. With many sobbings and tears, I commend you to the protection of Almighty God, and remain until death,

Your faithful wife,

EVA ZIMMERMAN.

Tulpehocken,

December 9, 1777.

(Postscript.)

Bernhart Zimmerman,

You and Daniel Hoffman wrote the same day, and it is the same in his case as in yours—we do not know whether he came safe through the battle or not, as you both wrote one day before the battle. If he is still alive, greet him for us many thousand times, and we entreat God daily that He may keep him and all who are with him in danger from all afflictions and calamities. Call upon God in your need, and He will surely protect you. Dear Daniel, your children are enjoying good health, and all is well at home. I commend you to God. Write again as soon as possible. Just now it is most necessary.

(Addressed to) BERNHART ZIMMERMAN,
Second Lieutenant under Colonel Spyker
and in Captain Henry Weber's Company in
the army not far from Germantown.

Halcyon Days of Financiering in the Valley of The Schuylkill During the Dark Days of the Civil War of the Rebellion.

Read Before the Historical Society by HON. D. C. HENNING,
December 16th, 1906.

This paper is not written with the view that its publication shall ever appear in the columns of what are known as monetary or commercial newspapers or magazines. Nor is it intended to be a guide to any who are interested in present monetary, financial or commercial affairs. History teaches us that there was a time when money, or current value or proportionate values of metals forming the earliest currency were unknown as a circulating medium; that the possessor of land did not acquire title by purchase or descent, but by occupation. His title was good so long as he remained on it. He did not always remain on it so long as he wished, because his title was always subject to the will of his mightier neighbor or foe. If he wished to acquire personal property, he did not buy it; he used either to exchange some of his own property for it, or steal it. The thrifty, if possible, would make it. Nor is it the province of this paper to enter into the history of using a currency of either oxen or sheep by the early Semitic races, or of their adoption of metal as a current coin of the realm. Indeed, we need not search the shades of antiquity to find a currency which was in kind. We need only go far enough and we will find that currency in existence to-day.

According to the accounts given by Mr. George Kennan, the Siberian traveler-historian, there is a community

in Kamtschatka where the circulating medium or currency consists in fish; and there is a bank there actually doing business, whose capital stock, reserve, surplus, deposits and dividends are all fish—fishes large and fishes small, live and dead, sun-dried, kiln-dried, salt, pickled and frozen. It is to be supposed that their fractional currency consists in minnows, sunfish, stone-rollers and chubs, whilst the larger denominations may be such as mackerel, pickerel, muscalonge, salmon, sturgeon and whale. I do not recall the exact system.

To discuss an ancient interstate or international gold and silver currency in gold and silver would be impossible, as in some countries gold was rated with silver as one to eleven, and in other countries ranging at the ratio as one up to sixteen or seventeen, depending, probably upon the comparative supply of either metal in the several countries. We are informed that the scales were in extensive use in counting coin of different countries. So we shall pass over the talents and shekels of Israelitish and other Semitic countries, the thalers of Germany, the francs and Louis d'Ors of France, as well as the paper-printed livres of John Law under the Regency of Philip, Duke of Orleans over the youthful King Louis XV, and the assignats of the French Revolution, the doubloons of Holland, the L's, s's and d's of England, and the currencies of all the nations, including in one great part the currency even of our own United States of America. In short, this paper will direct itself only to a certain currency which prevailed in Schuylkill and several other counties in this Commonwealth during the years of the Civil War of the Rebellion. And the writer does not say that a similar currency did not prevail in other parts of the State, or in other States; he simply does not know the fact. He will use only such knowledge as he acquired when a boy and such as he has since acquired from business men who were active in business here in Schuylkill County during the years 1861-5. Nor must it be presumed that with even this subsequently acquired knowledge this writer can do anything like ample justice to the portrayal of the terrible conditions that existed in the financial world in those dark and uncertain times.

Let us, then, in treating the subject, examine into the old system of currency prior to 1861, the evils that grew therefrom that is, the mischief, the prolongation of that mischief, and the remedy, which was supplied and which is in existence in this and all other sections of the country.

Prior to 1861 our paper currency consisted of notes of issue by State banks throughout the country, in denominations of \$1, \$2, \$5, \$10 and upwards, guaranteed by no one, and good only if the bank that issued it was able to pay for it in gold or silver. Then there was gold coin issued by the United States Government in denominations of from \$1 up to \$20; silver issues from a three cent piece, five cent, fivepenny bit ($6\frac{1}{4}$ cents), levy ($12\frac{1}{2}$ cents,— these were English and Mexican)—the quarter, half, and one dollar coin. In copper, the farthing, (English) one-half cent piece, the old red one cent and two cent pieces. In those days there were practically only crude, if, indeed, any laws, which prevented a bank from issuing more notes than it could redeem. Counterfeiting was easy, nor could it be told until the test was made by the loser, whether the bank was solvent. There were no bank examiners in those halcyon days of kiting finance.

To illustrate how the individual dealt with his bank, we will suppose that he drew his check on his bank for \$100. Now, if he had sufficient confidence in the detective knowledge of his banker he would put the five, ten, twenty or fifty notes of other banks of issue in his pocket and walk home content; but if he wanted to feel assured by the highest information that he had really \$100 for his check, he would carry with him to the bank his Bank Detector. This was a volume almost the size of the present "Ladies Home Journal," but very much thicker, bound in paper cover, so that he might make a roll of it to place it in his pocket, if his pocket were large enough, or to carry it more conveniently in his hand or under his arm.

This book, as I recall it, gave him this information:

1. The name of every bank in the State and in the United States.
2. The amount of its capital stock, etc.
3. The names of its officers.
4. The amount of currency issued by the bank up to a certain date (so far as they, the pub-

lishers, could find out). 5. Whether there were any counterfeiters afloat on any particular bank. If so, the denomination was named, and this particular denomination, no matter whether the note was good or bad, was no longer receivable; and, indeed, the notes of any other denomination of this particular bank carried a black eye. Now, the drawer of the \$100 would sit down at a table nearby, would take up each note and refer to his "detector." If he found that the note would be taken at par at such place where he wished to exchange it, he would accept it. If, however, the detector would inform him that by reason of certain weaknesses of the bank of issue it would not be redeemable or receivable except at 10 per cent., 20 per cent. or 50 per cent. discount, then he would return it or have it made good by additional notes that would give him the par value of \$100. If, however, he found a note of any bank of issue, of the denomination which the detector told him was counterfeited, he returned the note, whether genuine or not, because it was not current among well informed classes. If then he took one of these notes, say a ten dollar bill, which his detector taught him was good, to his merchant to purchase two dollars' worth of goods, and would receive eight dollars in change, his bosom companion would again direct him so that he would receive no bad money in change, and so on ad infinitum.

As to still greater inconveniences in the use of this currency, and on a larger scale, the writer will give an experience, indeed a number of them, of which he has personal knowledge. The writer had a near relative who dealt very largely in fatted cattle on the hoof, prior to and during the Civil War. It was his custom to go to the States of Ohio, West Virginia, Kentucky, Indiana and Illinois to purchase fatted cattle, by the stall, pay part down and return in the spring and herd them in droves of from 150 to 300 head, pay the balance, which had to be in cash, would car them to Pittsburgh and then have them driven overland to the eastern markets. Indeed it was said that he dealt more largely in this business than any other man or firm in the State. He would arm himself with State bank notes, would go as far as Pittsburgh, which was then a sort of exchange for all the country "out West." Here he would lay

down his bank notes, and the money changers would inform him which of his notes would be taken as current in the States named; those that would not pass current "out West" he would have to exchange at a discount for those that they supplied him with that were current.

To-day we all know that a dollar of our paper currency is worth \$1 all the world over. Suppose, however, that a calamity should have occurred a year ago, whereby our Government had lost its credit. You will say this is impossible; so say I, but it was not only possible but became the fact in 1861, and the result of that fact was, too, that all the gold and silver and copper coin was soon lost to sight and there was no small change. The greenback came, it helped to tide over, but if the Government wanted to pay a dollar of indebtedness to any foreign nation, it took as high as \$2.88 wherewith to pay that dollar. The miser wanted it; even the saver of his little fortune wanted it; and when these once got it, it did not become current again. Suppose, then, that this calamity of a year ago had resulted in taking out of the current of trade all the copper, silver and gold now current in this county, in this state and nation. What would we do? What did they do? The answer is the subject of this paper.

As showing the danger and inconvenience that may arise even to-day from a scarcity of small denominations of money, I point to the following letter sent by the Secretary of the Treasury on Dec. 6, 1906, to all the banking institutions of the United States:

"A very marked scarcity of small bills is noticeable everywhere, and the Treasury is powerless to relieve. In the absence of legislation allowing national banks to issue a larger proportion of their circulation in denomination of five dollars, the banks themselves must be relied upon to alleviate the strain as far as possible.

"There are in circulation nearly fifteen million dollars in silver certificates of the denomination of ten dollars. Many of these are doubtless packed away in the vaults of various banking institutions and held as reserve.

"Permit me respectfully to ask that each institution, State and National, search the money in its vaults and send these ten dollar silver certificates to the Treasury.

"They will be promptly converted into ones and twos, to the very great relief of the country. It is the only remedy. Let no bank complain of conditions until it has literally searched its own vaults and contributed as far as possible to the relief of the situation."

To some this will not be ancient history, but to the newer generations and those to come it will at least seem unique and remarkable, if not ancient. Orders on the United States Mint for pennies and other small change made by merchants for even a small sum, say fifty dollars, would lie over for months before they could be filled. Were you the owner of a \$1 greenback or good State bank note and wished to spend fifty cents? This you could readily do with the aid of a penknife or a pair of scissors. You would simply halve it, hand one half to the vendor and you would keep the other half. Whether they quartered them or not I do not recall; the halves I saw frequently. For a while the dearth of pennies was made up for. All the old copper, brass and bronze medals, whether for advertising purposes, campaign badges or what not, were hunted up. Any one of them passed current for a penny, no matter how large or small it was. An elderly retired business man of this town showed the writer, only a few days ago, a small bag full of them, taken in in his and his father's store. I noticed one of them as large almost as a saucer. This, I remarked, must have passed for a two penny piece. No, he said that was only a penny. It made no difference as to size. There was one in the lot with the design of a coffee pot. "What's this?" I asked. "A penny," was the reply, "And I believe the maker of those coffee pots made more money on this coinage than he made in the sale of his coffee pots. The country was flooded with them," he said. I asked him whether they took these things intelligently. "Certainly, everybody took them; they were all the small change we had."

He also told me of an old farmer living in Lebanon County, who would bring to Pottsville new, crisp greenbacks and have them exchanged for pennies; silver there was none; that he once asked the old man why he wanted these pennies. The old man informed him that although he was a Union man, all his neighbors were secessionists,

and that they made him join the "Knights of the Golden Circle;" if he would refuse, they would burn down his house and barn; that their literature made him sometimes believe that the Government might go to pieces; that he had a son in the army who sent him his pay in greenbacks to save up for him, and that he was exchanging them all for pennies so that he would have something when he came home again; that he went regularly to Lebanon and Reading to make these exchanges; and that he had a couple of nail kegs full of them. Later the old man came into the store in high glee. When asked the cause of it, he replied that all his brethren of the Knights had been arrested and taken to Fort Delaware; that they did not take him because he had a son in the army.

But to the point: A currency was needed; a currency they must have. People could not buy anything in small amounts. There was a financial genius, a business man in the city of Reading, who solved the problem. I shall here state wherever I shall use the name of an obligor in this paper, his name will be fictitious, for obvious reasons. John Round Robin, a business man in the city of Reading, sat down one day after having spent many sleepless nights on the subject, and bethought himself how he might pay his debts in a currency that would pass current among his creditors and their friends, and how he might loosen the stringency in currency and thereby not only work good to his fellowman, but increase his business. It was in the leafy month of June, 1862, when nature seemed teeming with joy. He saw the futile battles of General McClellan on the Peninsula down in the State of Virginia, and the stringent state of the currency, with promise of a greater stringency. He finally leaped to his feet and cried out, "I have it. I have found it." With the inspiration of genius he seized a pen and a scrap of paper, on which he wrote as follows:

"Exchange Banking House
of

John Round Robin.

Due and payable on demand to the bearer in Current
Bank Notes Five Cents. Reading, Pa., June 1st, 1862.

John Round Robin."

On the margin appears this legend:—"Redeemable at my office or at The Farmers' Bank of Reading."

He took the next train for Philadelphia, and upon arriving at his destination sought out the best lithographer of that city, and left an order for 100,000 of these; probably the order was much larger. The artist being proud of the order, used his best talent and also the very best bank note paper he could find. He cut his paper into the size of five inches in length and two and one-half inches in width. After lithographing the above obligation, he adorned it near the left hand with a full length picture of a rather robust Goddess of Liberty, bearing in her right hand a wreath, and extending the open palm of the left slightly forward, as if bidding the creditor to come forward. As a mark of industry he placed a moving train of coal cars in the upper center. On the upper right hand corner appears the figure "5" beautifully interlaced with scrollwork of a greenish color. Mr. Robin carried his currency home in great glee; his troubles were now over, for had he not all the currency he might need? And how it would help his neighbors; all he needed to do was to fill out the No.— at the left hand top and sign his name at the bottom. Then his purse, his safe and his chests were filled with money, and he was happy. His neighbors and customers came in and examined the tiny little notes; they admired their beauty and readily took them, and they were happy.

But after a few days of splendid success a cloud, a very little cloud, appeared in this clear sky of promise. Some people began to hesitate to take these beautiful little notes. Some came in more quickly for redemption than he had hoped. Finally a very dear friend came and told him that he had overheard a couple of lawyers talking about sending him to the penitentiary for exercising the franchise of a bank of issue without being incorporated. His argument to his friend was that he could not see why he could not issue as many notes or due bills as the people would take, whether lithographed with pictures on them or not. He did not think it of any concern to the law, the lawyers, or the Court. But the fact remained that his currency would not circulate; people feared he would have to go to the penitentiary and would not be able to redeem it. He

was again put to his wits' end, but happily his genius again rose and delivered him out of his trouble. He felt that he had violated no law, but he knew he must have his customers know it. He then set about to ask some of his friends to sue him for violating the law and get it before the Court for a judicial decree vindicating him. His friends, either through fear that they might be instrumental in sending him to the penitentiary or because they did not wish to appear to the public as being unfriendly to him, refused his request. He then went into dark alleys and besought a prosecutor and for a while he failed, but finally he found a kind man somewhat down in the heel, who accepted the five dollars which Mr. Robin paid him, because he needed the money, and because it would create no hard feeling, he consented to do it, and he did it. The case was heard and the Court decided it in Robin's favor, saying that in their opinion, Mr. Robin, being an American citizen, had just as much right to issue his due bill or note of hand as anybody else, and that he had the right to issue just as many as he wished and to pass them to any and every customer or friend who might wish to have them; that it was an entirely private contract with each individual who took them; and further that Mr. Robin could issue them either in his own handwriting, in print, or lithograph, with or without pictures, just as he pleased, so long as he did not make people take them with force of arms.

Here was Mr. Robin's real great victory. His currency was now both law-and-Court-justified. There was no money then current so popular as his. He soon had greenbacks for his first issue. He then kept his lithographer busy in making new editions. Now their denomination was increased to 10 cents, 15 cents, 25 cents and 50 cents. He grew rich. Tradition has it that he rioted in high living, squandered his fortune and died. His currency was then no longer current, and the notes came in for redemption, but alas! it is said that the lost estate could not do much for the then holders, and it is said that many of them are still stowed away in old clocks, old books, and old closets, a memorial to the credulity of human-kind.

But let not our feelings for the sad fate of Mr. Robin

and his currency holders carry us away from the subject. Mr. Robin's case was decided some time in November, 1862. This decision was heralded abroad, and men in Schuylkill and Lebanon Counties, as also in Berks, availed themselves of it. Why could they not issue currency in their names since it is so popular and is law-justified and court-justified? And at it they went. I have near a score of them, and all are dated December 2, 1862, and from nearly as many different persons and within a month from the date of the decision. Here is one lithographed on splendid paper. You would at first glance think the thread fibre is a part of the paper, but it is not; it is lithographed on it. It is nearly the size of a national bank note and looks quite aristocratic. The figure "10" in large form appears boldly in the centre, on either side the obverse and reverse of a beautiful seal. Vertically on the left end appears the word TEN in bold capitals nearly an inch high, white on red ground, the figure "10" interwoven with lace scroll in the upper right hand corner, and at the lower right hand corner is a design of the right arm of Vulcan swinging his heavy hammer over an anvil. It reads as follows:

"Bank of Catasaqua,

Pay the Bearer Ten Cents, when presented in the sum of one dollar.

Catasaqua, Pa., Dec. 2, 1862.

John Smith."

Here is one nearer home. The Water Company's dam was said to be about six feet square in those dark days. It has been enlarged, however, since. It is now quite a respectable little dam. Lithographed. Design, farmer shocking corn in upper left. Center, arch of the Union, a keystone in center, a miner with his pick on left, a farmer with rake on right. Coat of arms of Pennsylvania underneath. Horses not caparisoned. Upper right hand corner figure "5" enclosed in lace scrollwork.

"The Treasurer of Water Company will pay bearer on demand Five Cents when presented in sums of one or more dollars. Redeemable par funds by J. and H. Smith.

. Pa.

H. Smith,

January 1, 1863.

Pres."

It does not state that it was an incorporated company and it probably was not. Two more of the same institution, same as above, one for 10 cents with Pennsylvania coat of arms, no arch, but an eagle instead, horses not caparisoned; the other for 15 cents bearing an eagle in flight and ships and shipping at sea.

Here is one on common white paper, red print:

"Middleport, 28 Nov., 1862.

The Miners Life Insurance and Trust Company in the County of Schuylkill, Pay Five Cents to bearer when presented in sums of one or more dollars.

.5

J. H. McGulligan."

Here is one, lithographed, Cleopatra's needle on left, eagle in flight and shipping at sea at middle top. Figure "5" enclosed in scrollwork containing twelve small figures "5":

Pottsville, Pa., Dec. 5, 1862.

Miners Life Insurance & Trust Co., Pottsville, Pa., Pay to Bearer Five Cents, when presented in sums of dollars.

No. 359.

John Y. Hislop."

The back is covered with green scrollwork.

Another, lithographed, the figure of Hope in upper left corner, an eagle in flight in lower right.

"Anthracite Bank pay to the Bearer Ten Cents when presented in sums of one or more dollars.

Tamaqua, Pa.,

John Doe."

December 25, 1862.

Endorsed on back with stamp:

"John Doe, Merchant Tailor."

Here is one on Miners' Bank of Pottsville, dated Dec. 4, 1862. Richard Roe. 25 cents. Printed on plain paper.

Here is one on Miners' L. & T. Co. dated Dec. 1, 1862, for 5 cents, beautifully lithographed. Vignette and bust of a beautiful woman, hair covering ears as in ante-bellum days. A picture of the capitol at Washington. Signed by James Hogarth.

One on Miners' Bank of Pottsville for 25 cents, lithographed, plow in action, swain casting sheep's eyes at

Chloe. Indian head at bottom. Dated Minersville, Dec. 28, 1862. Signed by John Swain.

Here is a unique one. Card, printed, size $1\frac{1}{4}$ in. by 3 in. design, picture of a man's hand holding a card 1 in. by $\frac{1}{2}$ in, bearing this legend, "Leb. Valley Bank, Pay Bearer 5 cents. Redeemable in \$1.00 notes." Underneath, on the main card, is signed the name, J. Wireman.

Here is still another, lithographed, ornament eagle in flight, "No. 1163. There is due B. J. Jones or Bearer &c. 25 cents, "c.

Reading, Pa., July 17, 1862. John McLord."

This by its date was evidently a local opposition to Mr. Robin, but the maker did not make himself so well known and probably was not inspired with the same genius as Mr. Robin.

Here is one beautifully lithographed, adorned with banneretted shield and coat of arms of Pennsylvania, dated Nov. 8, 1862. This is in the form of a due bill, copied after Mr. Robin's. It is issued by Rhoderic Dhu of Hamburg, dealer in dry goods, groceries, queensware and hardware, for 25 cents. Large Roman XXV at bottom, and signed by the obligor.

Another. Design, females partially robed. On bottom right hand is the sower sowing his seed. Lithographed. It will pay the bearer 5 cents. Signed, Black & Bro.

Here are two issued by the same heretofore namedWater Co. not far away from Pottsville, one for 25 cents with the same Swain, duly signed by the President. The other having a Lallage seated on a plow beam. This is for 6 cents.

Here is one issued at Minersville, Dec. 2, 1862, payable at Miners' Bank, Pottsville, for 10 cents. Design, the obverse of an old half dollar, with eagle in flight. Signed, John Ridd. Another. Design, the bucolic Swain again. Payable at Miners' Bank for 25 cents. Signed by same as preceding. Dated Dec. 6, 1862.

The next is one issued by the City of Wilmington, State not named, for 25 cents, payable 12 months after date. Lithograph, design two Cupids in upper corners, a Revolu-

tionary drummer in center. Signed by Pres't and Treasurer. Dated Nov. 1, 1862. No. 39081.

I have no doubt if we were to call upon the present possessors of this memorial hoard which descended to them by and through their confiding ancestry, these illustrations of this convenient way of paying debts might be carried on ad infinitum. But the writer believes sufficient has been shown to prove that this is really a monetary paper, and with this his own personal assurance he feels that he has reached the highest limit of his aspirations. What, you will ask, would the merchant do when he got too many of them and wanted them redeemed? This question will be answered by another illustration. If, for instance, John Doe had too many of those issued by Richard Roe, he would select a basketful of them and go to Mr. Roe's place of business and would say, "Mr. Roe, I feel that I have too many of yours, so I have called for their redemption." Then Mr. Roe would smile pleasantly and say to Mr. Doe, "You know very well that National currency is very scarce, and greenbacks not yet fully issued, and indeed I would rather have our local currency at par than greenbacks, of which you must have about \$2.50 to make a dollar." Mr. Roe added further, "Now, Mr. Doe, of course you and I are Union men and we believe in the survival of the Union, but if it even does survive how do you and I know that these greenbacks will be good? It may become necessary to do the same as our forefathers did with the Continental money, condemn it and repudiate it. Our forefathers were patriots and honest, but they had to do it so that the country might live. Our forefathers often told us of this. Then, too, look at the assignats of the French Revolution, a revolution not so great as ours; they all went to the dogs. The Confederate States are issuing paper in the same way in which the North is issuing greenbacks. Indeed there are some Unionists in the South who assert that they are printing Confederate money in daytime for the use of the Confederate Government, but that it keeps the printing presses busy all night to print enough money to pay the printers. But how do you know or how can I know which will stand? One of them must fall. Then you know too

that even right here at home many people, perhaps a majority, believe that the greenback must fall. Therefore I would feel safer, it seems to me, if I had the personal obligation of my neighbor than even to have the greenback, and I am a good Union man too, just the same as you are; we must save all out of the wreck we can if ruin befall us."

The reader of to-day must not ridicule Mr. Roe in his argument. Without any thought of entering into the politics of that day, yet history records the fact that in 1864 a political party which had been dominant in the United States met in Chicago in National Convention and declared the war a failure, and calling upon the immortal President Lincoln to order his grand army to lay down their arms. Suppose this had been done. Is there not a probability that the Confederate money would have been good and the argument of Mr. Roe come very nearly, if not altogether, true? Laugh at him and deride him as we may to-day, Mr. Roe had color in his reasons for trusting his neighbor rather than his Government. He was neither statesman nor seer. His sphere was narrow, of course, and may be no narrower than that of many of us. And whether the argument seemed specious to him or not, the course he advocated seemed to him the more profitable. So he said to Mr. Doe, "Please empty your basket on the counter and I will fill it with the notes of Mr. Robin, of Mr. McGulligan of Water Company, of Mr. Hislop's, of Mr. Wireman, of Mr. Dhu, and some of your own; these are all good and everybody takes them." And so when Mr. Doe's basket was well filled, he walked or drove home contented. HIS NOTES WERE REDEEMED. And Mr. Roe was happy too, for to the next customer who came along he would pass them off again, it lessening the cost of lithographing. But there was no great temptation to redeem. The maker would pass them say to his contractor, the contractor would pay his laborer with it, the laborer would buy clothes, bread and meat with it, the dealer would hand it out as change, or would himself buy bread or meat or merchandise with it, and it went to butcher and baker and candlestick maker.

But I see that my hearers are still quizzical and are not

yet satisfied with my explanations, and they seem to inquire whether a day of redemption never came. Yes, it came along about '65 or '66, and be it said to the honor and credit of some of these makers, they actually did redeem, in such currency as the United States then issued. But alas! this was probably the exception. When, therefore, the day of redemption was at hand, Mr. Hislop was dead, his estate hardly covered the \$300 family exemption law. Mr. McGulligan had returned to Ireland to pass his declining years under the thatched roof of his fathers. Mr. Swain, who had meanwhile married his Chloe, fell out with his wife and father-in-law; the former with force of arms required him to deed his broad acres to her, which deed was duly recorded, and the latter in his anger caused the Sheriff to sell his horses, his plows, his grain, his harness, wagons and tools, and indeed everything he had, even the cradle in which his first-born was lying, for he had given his waiver of exemption note (although under duress). It is said that immediately after being thus stripped, a reconciliation took place and that they made him tenant by the courtesy, not of England, but of the wife and father. And further, as a reward for his good behavior, they permitted him to farm the farm for many years and to take the profits. As he grew older he got tired of farming and he grew very angry at his wife and her father, and at the muzzle of the shotgun he compelled them to sell the stock and the farm and the plows and the harness, the consideration for which he converted into United States bonds. He then moved to a distant town, where he lived in luxury and retirement, honored and respected and happy.

Reader, the late honorable Mr. Swain was called hence many years ago, after a life of charity and virtue, full of honor, and his coffers filled with riches; and if thou believest it not, then visit his tomb, guarded by a \$10,000 monument, on whose die are recorded his virtues, his honesty, his charity, and his beautiful, sincere Christian life, accompanied by many a holy text and by verses springing from the overflowing heart of the sympathetic poet. The sculptor's art has planted in that die a weeping willow tree in marble, beneath whose grateful shade, also in marble, are calmly resting the innocent lambs, likewise in marble, in

memoriam of the early farm life of the saint now sleeping below. **REQUIESCAT IN PACE!** Many hold thee in everlasting memory, and have the documents to prove it.

I have now done with this branch of the subject, but will close with this fact: For probably three-fourths of this currency, the day of redemption has not yet come to hand. There is a single hope of such a day. It is the great Judgment Day. May the Great Judge of the Universe then be merciful to us all.

What a glorious contrast to all this is the present financial system of our beloved country. Let us look at whatever kind of United States money you now possess or that you can possibly acquire. Your gold certificate for \$20 represents \$20 now awaiting your demand for it at the office of the Treasurer of the United States. It is there, and no man dare remove it or apply it to any other purpose but to redeem your note, even if you do not present it in fifty or a hundred years. Your silver certificate for twenty dollars has twenty dollars lying in the same office awaiting your presentation of the note. Your treasury note has twenty dollars set apart awaiting your presentation of it. Your national bank note for \$20 has behind it as guarantor the United States of America. Let me explain it. A national bank on its formation will deposit in the treasury of the United States say \$100,000 in registered Government bonds (nothing else will do). Then the National Government will issue to this bank blank unsigned notes for the sum of only \$90,000. As the paper is so peculiar and the design of the engraved note so unique, it cannot be easily counterfeited successfully. The Government therefore holds in its vault the amount of your note, and if the bank fail either before or after you have taken the note, your note is nevertheless just as good as that of any other bank in the world. If you have an old greenback note for \$20, you can present it and get \$20 in gold for it, if you want it. If you have a \$20 gold piece, then you can get \$20 for it anywhere in the world, for you have \$20 worth of bullion gold. It is so with all gold money. If you have a dollar silver piece, you have not quite a dollar's worth of silver, but if you hand it in for redemption, the Government will say they will take it for one dollar, because they have the bal-

ance of its weight in their vaults. They have put some alloy in to prevent it from wearing. This retained silver is called *seniorage*. It dare not be coined. It must remain in bullion to await the coming in of the silver dollar. With the lesser denominations we will not take up your time. You can pass without question, anywhere in the United States, all of these different kinds of moneys or currency, whether in the wilds of Maine or at the Golden Gate, from Canada to the Gulf. With the single exception of our silver coin, you can pass all our other moneys at par in Canada, in Mexico, in South America, in all the continents of the Eastern hemisphere, including the islands embraced between the western coast of the Atlantic Ocean and the eastern coast of the Pacific Ocean. Travelers over Europe have told the writer that they had no difficulty in trading in our paper currency at par in the humblest villages in the various countries of Europe.

What a transition! What a triumphant transformation this! and in but a few years. Is it then a wonder that the wise men of the East proclaim to all the world that America has produced the wisest and greatest statesmen in all history?

Note:—

The writer is greatly indebted to Henry P. Stichter, Esq., of Pottsville, now retired, who entered business life here as early as 1856, continuing in active business here and in other parts of the county until recently. His father, Mr. George Stichter, entered into business life here in 1824. It is through his care in preserving these relics of a bygone monetary epoch that the author is enabled to make this truthful portrayal of an actual system of finance which prevailed here and elsewhere, which seems, from our present viewpoint, as almost a fabrication, and yet it is, though nearly forgotten, historical truth and fact.

THE AUTHOR.

Nov. 28, 1906.

Muster Roll of Co. B, 1st Regt., Pa. Vols., War with Mexico, December 5, 1846.

From Copy in Possession of Col. Daniel Nagle, Pottsville, Pa.

- Capt., James Nagle, age 25 years, Pottsville.
- 1st Lieut., Simon S. Nagle, age 25 years, Pottsville.
- 2nd Lieut., Franklin B. Kaercher, age 25 years, Pottsville.
- 3rd Lieut., Jacob Fellnagle, age 20 years, Pottsville.
- 1st Sergt., Edward Rehr, age 32 years, Pottsville.
- 2nd Sergt., William S. Nagle, age 20 years, Pottsville.
- 3rd Sergt., Edward Kaercher, age 21 years, Pottsville.
- 4th Sergt., J. L. McMicken, age 24 years, Pottsville.
- 1st Corporal, Enos Zentmyer, age 25 years, Pottsville.
- 2nd Corporal, David Llewellyn, age 22 years, Pottsville. Left on way to New Orleans.
- 3rd Corporal, J. Egbert Farnum, age 23 years, Pottsville.
- 4th Corporal, Edward W. Masson, age 23 years, Pottsville.
- 1st Musician, Daniel Nagle, Drummer, age 18 years, Pottsville.
- 2nd Musician, Reuben Stamm, Fifer, age 23 years, Pottsville.

PRIVATES.

- 1 Augustus H. Boyer, age 21 years, Pottsville.
- 2 Bernard Barr, age 32 years, Pottsville.
- 3 Charles Brumm, age 24 years, Minersville. Left at New Orleans Dec. 21st.
- 4 Levi Bright, age 30 years, Reading. Lost on march returning from Pueblo to Peroti.

- 5 Nelson Berger, age 24 years, Pottsville.
- 6 William Boland, age 24 years, McVeytown. Left at
Lewistown K. Dec. 24.
- 7 James Cochran, age 22 years, Schuylkill Haven.
- 8 John Doyle, age 29 years, Minersville.
- 9 Peter Douty, age 22 years, Pottsville.
- 10 Levi Epler, age 22 years, Minersville.
- 11 Henry Fisher, age 21 years, Pottsville.
- 12 George W. Garret, age 24 years, Pottsville.
- 13 Henry Graeff, age 26 years, Philadelphia. Died at
Jalapa, Mex.
- 14 John C. Gilman, age 34 years, Pottsville.
- 15 Thomas W. Guthrie, age 21 years, Pottsville. Dis-
charged at Vera Cruz.
- 16 Thomas W. Guthrie, age 22 years, Philadelphia.
- 17 Elias F. Hiney, age 26 years, Pottsville.
- 18 George W. Hesser, age 27 years, McVeytown. Died.
- 19 John Hays, age 22 years, Pottsville.
- 20 John Hand, age 19 years, Philadelphia. Left the Co.
in Mexico.
- 21 Peter Hass, age 26 years, Pottsville.
- 22 William H. Hatchley, age 25 years, Pottsville.
- 23 John Jennings, age 24 years, Pottsville. Left at New
Orleans Jan. 12th, '47.
- 24 Elias Kelly, age 26 years, Pottsville. Discharged at
Vera Cruz, March 17th, '47.
- 25 John Kepplly, age 28 years, Pottsville.
- 26 Singleton Kimmel, age 22 years, Pottsville.
- 27 William Knockenhouse, age 22 years, Schuylkill Haven.
- 28 Michael Lust, age 37 years, Pottsville. Died Vera
Cruz, March 17th, '47.
- 29 William Tyson, age 24 years, Pottsville.
- 30 Able B. Macy, age 28 years, Pottsville.
- 31 Alexander McDonald, age 22 years, Pottsville.
- 32 Francis C. McGeen, age 29 years, Minersville.
- 33 Ferdinand Mammerank, age 20 years, Pottsville.
- 34 John Mooney, age 21 years, Pottsville. Left sick at
Pittsburg Dec. 21st, '46.
- 35 John Myers, age 21 years, Pottsville.
- 36 Samuel McLaughlin, age 35 years, Pottsville. Dis-
charged Vera Cruz April 2nd, '47.

- 37 Samuel Montgomery, age 22 years, Waynesburg. Died Perote Castle Aug. 26th, '47.
- 38 Valentine K. Mills, age 30 years, Pottsville. Died Perote Castle Aug. 8th, '47.
- 39 William Merkle, age 25 years, Pottsville. Killed at San Angel, Mex.
- 40 Benjamin Nagle, age 26 years, Pottsville. Died at San Angel, Mex.
- 41 John M. Nolan, age 24 years, Pottsville.
- 42 Seth Price, age 26 years, Orwigsburg.
- 43 Edward Robbins, age 21 years, Pt. Carbon.
- 44 Henry Richards, age 22 years, Minersville. Died on way home.
- 45 James H. Ruckel, age 23 years, Pottsville. Left at New Orleans Dec. 29th, '46.
- 46 James H. Ross, age 20 years, Waynesburg.
- 47 David Jones, age 22 years, Pottsville. Discharged Vera Cruz April, '47.
- 48 Benjamin Smith, age 20 years, Pottsville. Died at Perote Castle June 29th, '47.
- 49 Benjamin Shell, age 20 years, Pottsville.
- 50 Charles Seagreaves, age 22 years, Reading. Discharged Vera Cruz April 7th, '47.
- 51 Charles Scrimshaw, age 23 years, Pottsville.
- 52 Daniel Shappell, age 36 years, Pottsville.
- 53 Elias Shelly, age 26 years, Pottsville.
- 54 Emanuel Shelly, age 26 years, Pottsville.
- 55 Franklin Seitzinger, age 20 years, Reading.
- 56 Henry Smink, age 27 years, Pottsville.
- 57 George Seitzinger, age 27 years, Pottsville.
- 58 William Seitzinger, age 40 years, Pottsville.
- 59 John Stegner, age 29 years, Pottsville.
- 60 John Shuster, age 22 years, Pottsville. Discharged Perote Castle Jan. 7th, '47.
- 61 Jacob W. Shoub, age 22 years, Pottsville.
- 62 Michael Sands, age 22 years, Pottsville. Left at New Orleans Jan. 15th, '47.
- 63 James Sands, age 25 years, Pottsville.
- 64 Robert H. Savage, age 28 years, Pottsville. Left at New Orleans Jan. 12th, '47.
- 65 Samuel Shadman, age 22 years, Pottsville.

- 66 Thomas Simpson, age 18 years, Pottsville. Left in Mexico.
- 67 William H. Stackpole, age 21 years, Waynesburg.
- 68 Owen D. Thomas, age 29 years, Pottsville. Died at Perote Castle July 7th, '47.
- 69 Andrew Stamm, age 20 years, Pottsville.
- 70 Francis M. Wynkoop, age 28 years, Pottsville. Elected Colonel from the ranks at Pittsburg.
- 71 Robert F. Walter, age 26 years, Pottsville.
- 72 Gottlob Wishue, age 22 years, Pottsville.
- 73 Robert Welsh, age 22 years, Pottsville.
- 74 William Wolfinger, age 22 years, Pottsville.
- 75 William Witecomb, age 25 years, Pottsville.
- 76 Patrick H. McElroy, age 23 years, Pittsburg. Left Jan. 5, 1847, at New Orleans.
- 77 Joshua Jenkins, age 24 years, Pittsburg.
- 78 Thomas Quiddington, age 42 years, Pittsburg.
- 79 John McCormick, age 19 years, Pittsburg.
- 80 Mahlon A. Fraser, age 25 years, New Orleans. Left at Vera Cruz April 8th, '47.
- 81 William Hines, age 20 years, Pittsburg.
- 82 Joel Metz, Pottsville.
- 83 John Doutz, Pottsville. Killed at San Angel.

Commissioned Officers	4
Musicians	2
Non-commissioned Officers	8
Private Soldiers	83
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Total	97
Number of men enlisted in Pottsville.....	74
Number enlisted outside of Pottsville, but in county..	10
Number enlisted outside of county along route to New Orleans	13
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Total	97

Errors.

On page 229, the name Goebbel should be Goettel.

On page 320, the date of dedication of the First Summer Mountain Church should be 1788. After this date, in the same line, read, "in the year 1797 he dedicated the Friedensburg Church." The centenary of the organization of the congregation at the Summer Mountain Church was held in 1882.

On page 321, the name of Governor Andrew Schultze's father should be Rev. Emanuel Schultze.

On page 360, the date of Moncure Robinson's death should be 1891.

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the Library on or before the last date
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